

When telephoning, please ask for: Helen Tambini
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Our reference:
Your reference:
Date: Monday, 4 July 2022

To all Members of the Cabinet

Dear Councillor

A Meeting of the Cabinet will be held on Tuesday, 12 July 2022 at 7.00 pm in the Council Chamber, Rushcliffe Arena, Rugby Road, West Bridgford to consider the following items of business.

This meeting will be accessible and open to the public via the live stream on YouTube and viewed via the link: <https://www.youtube.com/user/RushcliffeBC>
Please be aware that until the meeting starts the live stream video will not be showing on the home page. For this reason, please keep refreshing the home page until you see the video appear.

Yours sincerely



Gemma Dennis
Monitoring Officer

AGENDA

1. Apologies for Absence
2. Declarations of Interest
3. Minutes of the Meeting held on 14 June 2022 (Pages 1 - 4)
4. Citizens' Questions

To answer questions submitted by citizens on the Council or its services.

5. Opposition Group Leaders' Questions

To answer questions submitted by Opposition Group Leaders on items on the agenda.

KEY DECISION

6. Current and Future Pressures in Disabled Facilities Grant Delivery (Pages 5 - 18)

Rushcliffe Borough
Council Customer
Service Centre

Fountain Court
Gordon Road
West Bridgford
Nottingham
NG2 5LN

Email:
customerservices
@rushcliffe.gov.uk

Telephone:
0115 981 9911

www.rushcliffe.gov.uk

Opening hours:
Monday, Tuesday and Thursday
8.30am - 5pm
Wednesday
9.30am - 5pm
Friday
8.30am - 4.30pm

Postal address
Rushcliffe Borough
Council
Rushcliffe Arena
Rugby Road
West Bridgford
Nottingham
NG2 7YG

The report of the Director – Neighbourhoods is attached.

NON-KEY DECISIONS

7. Endorsement of the Investment Plan for the UK Shared Prosperity Fund and Levelling Up Funding Bid (Pages 19 - 36)

The report of the Chief Executive is attached.

8. Ratcliffe on Soar Local Development Order (Pages 37 - 210)

The report of the Director – Development and Economic Growth is attached.

9. Revenue and Capital Outturn 2021/22 (Pages 211 - 236)

The report of the Director – Finance and Corporate Services is attached.

KEY DECISION

10. Exclusion of Public

To move “That under Regulation 21(1)(b) of the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A to the Local Government Act 1972”.

11. Acquisition of Land to Support the Delivery of a Permanent Gypsy and Traveller Site in Rushcliffe (Pages 237 - 246)

The report of the Director – Development and Economic Growth is attached.

Membership

Chairman: Councillor S J Robinson

Vice-Chairman: Councillor A Edyvean

Councillors: A Brennan, R Inglis, G Moore and R Upton



Rushcliffe
Borough Council

Meeting Room Guidance

Fire Alarm Evacuation: In the event of an alarm sounding please evacuate the building using the nearest fire exit, normally through the Council Chamber. You should assemble at the far side of the plaza outside the main entrance to the building.

Toilets: Are located to the rear of the building near the lift and stairs to the first floor.

Mobile Phones: For the benefit of others please ensure that your mobile phone is switched off whilst you are in the meeting.

Microphones: When you are invited to speak please press the button on your microphone, a red light will appear on the stem. Please ensure that you switch this off after you have spoken.

Recording at Meetings

The Openness of Local Government Bodies Regulations 2014 allows filming and recording by anyone attending a meeting. This is not within the Council's control.

Rushcliffe Borough Council is committed to being open and transparent in its decision making. As such, the Council will undertake audio recording of meetings which are open to the public, except where it is resolved that the public be excluded, as the information being discussed is confidential or otherwise exempt

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MINUTES OF THE MEETING OF THE CABINET

TUESDAY, 14 JUNE 2022

Held at 7.00 pm in the Council Chamber, Rushcliffe Arena,
Rugby Road, West Bridgford
and live streamed on Rushcliffe Borough Council YouTube channel

PRESENT:

Councillors S J Robinson (Chairman), A Edyvean (Vice-Chairman), A Brennan,
R Inglis, G Moore and R Upton

ALSO IN ATTENDANCE:

Councillors R Mallender and J Walker

OFFICERS IN ATTENDANCE:

L Ashmore	Director of Development and Economic Growth
G Dennis	Monitoring Officer
P Linfield	Director of Finance and Corporate Services
K Marriott	Chief Executive
A Poole	Democratic Services Officer

1 Declarations of Interest

There were no declarations of interest.

2 Minutes of the Meeting held on 10 May 2022

The minutes of the meeting held on Tuesday 10 May 2022 were declared a true record and signed by the Chairman.

3 Citizens' Questions

There were no citizen's questions.

4 Opposition Group Leaders' Questions

Question from Councillor J Walker to Councillor Upton:

“How will Cabinet ensure that the CIL money generated in our communities housing estates goes to the secondary schools where children are allocated?”

Councillor Upton responded by saying that Nottinghamshire County Council, as the responsible authority for education, calculated where demand for school places was evident using its own calculation method to determine where school provision was required across the borough. This analysis had identified

need for secondary school provision in only one area, Lady Bay/Gamston and this was included in the Strategic CIL priority list attached to the Cabinet report. This list was reviewed every three years.

Councillor Walker asked a supplementary question concerning planning processes and Councillor Robinson advised that supplementary questions should relate to the substance of the original question and new issues could not be introduced. He added that questions about planning could be raised through other channels.

5 **Local Government Boundary Commission for England - Final Recommendation for Rushcliffe**

The Leader, Councillor Robinson, presented the report of the Chief Executive concerning the review of wards and boundaries by the Local Government Boundary Commission for England.

Councillor Robinson explained that the consultation for the review had been carried out from May to July 2021 and that Full Council had considered and responded to the recommendations made by the Boundary Commission at its meeting in December 2021. Council's comments on the initial recommendations had related to the areas of Bingham, Radcliffe-on-Trent and Upper Saxondale. The Boundary Commission had now decided that its original recommendations would stand. He explained that the Boundary Commission recommendations stated that Rushcliffe would have 44 Councillors with 24 wards comprising of six wards with three councillors: eight wards with two councillors and 10 wards with a single councillor. He reminded Cabinet that the process of the review was about fairness and representation and added that Councillors, Parish Councillors, and the public had fully participated in the review.

In seconding the recommendation, Councillor Edyvean explained that the Boundary Commission was an independent body that was also non-political, which had been important for the independence of the review. He acknowledged that, following the changes proposed, there remained some anomalies in population in parts of the Borough but added that it was expected that by 2027 these anomalies would be more aligned to the average of 2,400 voters per Councillor, which would help address potential increases in population size due to the amount of development across the Borough.

It was **RESOLVED** that the report of the Local Government Boundary Commission for England setting out the new ward boundaries for the Borough of Rushcliffe be noted.

6 **Community Infrastructure Levy Funding Delivery Programme**

The Cabinet Portfolio Holder for Planning and Housing, Councillor Upton, presented the report of the Director – Development and Economic Growth which sought approval for the proposed Community Infrastructure Levy (CIL) Delivery Programme, attached at Appendix B of the report, and the proposed rate of provisional allocation to future projects.

Councillor Upton reminded Cabinet that CIL was a discretionary charge, agreed by Cabinet in 2019, which was attached to certain types of development to support the creation of new infrastructure. He added that, of the potential £12.8m CIL receipts, £2m had been received so far and priorities for spending now needed to be agreed. The five-step methodology, agreed by Full Council in September 2021, was being followed, with step three – to agree the Delivery Programme, the subject of the Cabinet report which related to the ‘strategic’ aspects of the CIL Delivery Programme. In forming the Programme, the Working Group had engaged with key stakeholders, for example Nottinghamshire County Council regarding education and highways, and the Clinical Commissioning Group on health issues. Projects included were a mix of short and long-term and, in order to reduce risk of under collection of CIL, initially 65% of the estimated funding had been set aside for longer-term projects. Councillor Upton informed Cabinet that both the funding priority list and the programme allocation would be subject to periodic review; an appeal process was in place.

In seconding the recommendation, Councillor Moore recognised that it had been a long process and said that he was pleased that the delivery phase had been reached. The clear process established to assess CIL projects would help the Council to further enhance the lives of residents and to move forward and invest in communities quickly. He informed Cabinet that, as the Pavilion Project in East Leake was included at the top of the Delivery Programme, the proposed loan agreed at the Cabinet meeting in May 2022 was no longer required as the CIL funding would enable completion of the project.

It was **RESOLVED** that the Proposed CIL Delivery Programme document (attached at Appendix B to the report) be approved as part of the previously agreed allocation and spend procedure, including the proposed rate of provisional allocation to future projects.

7 **Bingham Improvement Board Report**

The Leader, Councillor Robinson, presented the report of the Chief Executive concerning the report of the Bingham Improvement Board.

Councillor Robinson reminded Cabinet that, following approval by Full Council in September 2021, the Bingham Improvement Board had been established to explore a number of issues that had emerged over some years at Bingham Town Council. The Board was asked to explore the issues and give recommendations for improvement to the Town Council. He added that the Board consisted of three independent persons and two Bingham Town Councillors and assured Cabinet that the final report, appended to the Cabinet report for consideration, had been compiled by the independent members of the Board.

Councillor Robinson highlighted that the report referred to the Nolan Principles of public life and added that this clearly showed that there had been substantial issues in Bingham Town Council. He said that the objectives of the Bingham Improvement Board had been met and stressed that it was now up to Bingham Town Council and its members to adapt and take forward the recommendations made in the Bingham Improvement Board report. He said

that Bingham Town Council had accepted the report at its full Council meeting in May and added that he would invite the Town Council to come to Cabinet in six months' time to give an update on progress in implementing the recommendations.

In seconding the recommendation, Councillor Brennan commended the Board for creating such an accessible and clear report which drew out the key issues and set out practical ways for Bingham Town Council to move forward. She said that the report specified that some of the issues related to culture and behaviour and clear actions to address these were set out, including the need for training for Councillors and paid staff. She ended by saying that she was pleased that the Town Council had accepted the recommendations made.

It was **RESOLVED** that

- a) the report of the Bingham Improvement Board be considered, and it be noted that the Town Council resolved to accept the report at its meeting of 24 May 2022; and
- b) the report be presented to the July Council meeting, as it was Full Council that received the petition which led to the Board being set up.

The meeting closed at 7.23 pm.

CHAIRMAN



Cabinet

Tuesday, 12 July 2022

Current and Future Pressures in Disabled Facilities Grant Delivery

Report of the Director – Neighbourhoods

Cabinet Portfolio Holder for Planning and Housing, Councillor R Upton

1. Purpose of report

- 1.1. This report outlines both the demand and financial pressures on the Disabled Facilities Grant (DFG) budget for 2022/23 and the following years and sets out a number of recommendations to mitigate the situation.
- 1.2. Rushcliffe Borough Council has historically received the lowest private sector DFG allocation funded through the Better Care Fund (BCF) across Nottinghamshire counties. This headline allocation is derived by way of Government formula.
- 1.3. In 2021/22, the Council received a BCF allocation of £757k plus a carry forward of £260k, from the 2020/21 underspend, due to reduced activity during the pandemic. In 2021/22, the Council spent £956k and has committed £466k into the current financial year. Hence, as will be detailed within the Supporting Information, the Council's spend and commitment on the DFG programme exceeds its BCF budget allocation.
- 1.4. The cost pressures on the DFG budget are not anticipated to reduce for the reasons given within the Supporting Information. The report recommends several actions that the Council can take to manage the budget pressures moving forward.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) calls upon partner authorities in the County to explore transformational change to support a more equitable distribution of the BCF which will assist in meeting local need and align with the aspirations to progress a County deal project with pooled resources;
- b) transfers £500,000 from the Support for Registered Housing Providers (RHP) budget (funded through the receipts set-aside from Large Scale Voluntary Transfer (LSVT) of housing stock) to support DFG costs;

- c) develops and implements an operational waiting list to prioritise applications in line with budget provision;
- d) amends the current Council DFG Policy to suspend the use of discretionary DFG funding until a review of the national formula is undertaken, or the adoption of an alternative county model to administer DFG applications;
- e) ensures an assessment is undertaken to consider the likely future demand and impact on the Medium-Term Financial Strategy (MTFS) and capital resources. The MTFS to be updated for 2023/24; and
- f) makes representations to the Department for Levelling Up, Housing and Communities (DLUC) to review the Better Care Fund and national DFG formula to achieve a more equitable distribution of resources based on updated health and social care needs to achieve better health and wellbeing outcomes.

3. Reasons for Recommendation

The demands on the DFG budget are greater than the funds that Rushcliffe are allocated.

4. Supporting Information

- 4.1 Mandatory DFGs are available from local authorities and are issued subject to a means test. They fund the cost of essential adaptations to give qualifying persons access to essential facilities in and around the home. There is an upper limit on the help available of £30,000 and a discretionary limit of £20,000. Funding is channelled into the BCF, which consists of pooled resources from a number of sources, including NHS England.
- 4.2 The setup of BCF means that funding is paid directly to Nottinghamshire County Council. The legal responsibility for the provision of DFGs remains with the housing authority i.e. district/boroughs, whilst the DFG funding payment from national government is made to the top tier local authority. The allocation from national to local government is intended to contribute towards meeting local need but is not expected to meet all local needs. One of the aims of the BCF is to achieve improved integration of care and support services through the improvement of local delivery of DFGs.
- 4.3 As mentioned, the Council receives the lowest DFG allocation across all Nottinghamshire district/boroughs. DFG grants are funded through a BCF allocation. There is leeway to utilise the BCF allocation on health-related services other than DFG. However, this is the full amount of funds available to support DFGs.
- 4.4 The third column of Table 1 sets out the BCF allocation to the district/boroughs in Nottinghamshire for 2021/22. The Council received a £757k allocation which is more than £200k lower than the next lowest allocation, and nearly half of the highest allocation in the County. The second

column shows the 2020/21 underspends by district/boroughs. Grant delivery and expenditure was impacted in 2020/21 due to pandemic restrictions and all district/boroughs were permitted to carry forward underspend to supplement 2021/22 budgets. Again, the underspend carried forward at Rushcliffe Borough Council was considerably lower than that of neighbouring district/boroughs creating a greater disparity of overall budgets.

Table 1: BCF Budget allocation 2021/22 and 2020/21 underspend carried forward.

	2020/21 underspend c/f (£'000s)	2021/22 allocation (£'000s)	Total 2021/22 budget (£'000s)
Ashfield	397	1,047	1,444
Bassetlaw	816	1,325	2,141
Broxtowe	506	984	1,490
Gedling	423	1,189	1,612
Mansfield	1,002	1,426	2,428
Newark & Sherwood	900	1,159	2,059
Rushcliffe	260	757	1,017

- 4.5 In 2021/22 the Council benefitted from being able to carry forward the underspend. Table 2 below breaks down the 2021/22 budget. As mentioned, the BCF can cover other health related expenditures with the approval of the BCF Board. Pre-pandemic, the Borough coped with DFG demands within its budget. However, the last year (2021/22) has seen exceptional cost and demand pressures in the Borough, and commitments and projections for 2022/23 show no easing of demand and the associated financial pressures.
- 4.6 Given the DFG budget has been historically underspent, the Council, along with other councils, has allocated funds to other health and care related activities which have been approved by the BCF Board. For example, Warm Homes on Prescription (WHOP) funds the installation of central heating systems for low-income households; and Independent Living funds equipment for the Home Alarm service. The Handy Person Adaptation Service (HPAS) provides help and support to keep individuals safe and independent in their homes by funding low costs essential adaptations and small practical jobs. This budget is top sliced by agreement from the BCF allocation to fund this service on a countywide basis. The HPAS* sum in Table 2 is retained by Nottinghamshire County Council and there is an on-going contractual agreement for this service.

Table 2: BCF allocation 2021/22 and detailed expenditure

	Original BCF allocation (£000s)	Received by RBC (£000s)	Adjusted budget ('000s)	Expenditure (over/underspend) ('000s)	Total Spend ('000s)	
					Underspend	Overspend
Mandatory DFG	597	597	751	795		44
Discretionary	57	57	100	32	(68)	

DFG						
Independent Living	17	17	40	22	(18)	
HPAS *	61					
WHOP	25	25	65	51	(14)	
In-year Total	757	696	956	900	(56)	
Underspend b/f 2020-2021		260				
Total	757	956	956	900	(156)	44

4.7 As indicated, spend had been consistently within budget up to 2020/21. There was a slight dip in spend in 2019/20 and 2020/21 due to the impact of coronavirus. A backlog has therefore developed which has to some degree manifested itself in 2021/22.

4.8 Table 3 below sets out the spend and commitments carried forward over the last four years. Any residual backlog is not the sole factor at play and other structural factors are resulting in a step change in both demand and the cost of works, which will not subside in the short term. In 2021/22 we have seen:

- A substantive and sustained increase in construction costs, both in respect of both materials and labour.
- Occupational Therapy (OT) referrals increasing significantly, and the rate of referral is continuing into the current year.
- A higher number of major extension projects ('Major Works') within the system that will be spent during 2022/23 and following years. We have projected £492k spend on Major Works in 2022/23.

Table 3: Historic spend and commitments: DFG only

	Approved (£'000s)	Spent (£'000s)	Committed c/f (£'000s)
2021/22	1,210	744	466
2020/21	778	476	302
2019/20	661	432	229
2018/19	720	581	139

4.9 The 2022/23 DFG budget is set at £853k. This includes our in-year allocation of £696k (less HPAS top slice) plus £56K underspend from 2021/22 (see Table 2) and a further £101k from historical underspends. The £853k is notionally split: £753k Mandatory and £100k Discretionary DFGs.

4.10 As shown in Table 4 below, with existing major works commitments carried forward, the anticipated in-year spend on major works and salaries of £579k leaves a £275k residual allocation of which, £273k is required for committed non major works and a balance of £2k for all other DFG works. The other factor is that Rushcliffe Borough Council has effectively utilised its underspend in meeting 2021/22 costs. This budget excludes any allocation to HPAS or Independent Living.

Table 4: Budget and estimated existing commitments 22/23

	Budget 22/23 (£'000s)
BCF allocation	696
2021/22 underspend b/f	56
Historical underspends	101
Total	853
Committed Major Works b/f	249
Additional Major Works spend in-year	100
Estimated Major works start on site	143
Salaries	86
Total	578
Remaining budget non-Major works	
In-house	2
b/f non-Major Works	273
Total	275

Actions that are being taken

- 4.11 Officers have focused on the process for early identification of families requiring major works/extensions in the affordable housing stock, to understand whether we can make better use of the Allocations Policy and/or existing stock to provide properties more suitable and less costly to adapt. Officers have also been speaking to housebuilders and Registered Providers about the potential for wheelchair adaptations to be provided on s106 sites whereby the Council will meet the over-costs. This has been agreed on a small number of sites. However, these actions above will take some time to show positive results and will not address the immediacy of the financial demands.
- 4.12 Nottinghamshire County Council and the districts and boroughs have been approached at senior officer level to explore opportunities to jointly pool resources via the BCF vehicle to address the immediate funding issues and to act as a catalyst for the future implementation of an aligned service model. Whilst currently a consensus could not be achieved it was agreed to explore the benefits of the Lighthouse service, which is a hub and spoke delivery model, adopted by the Leicestershire County Council and the seven district and borough councils across Leicestershire.
- 4.13 To help address the immediate potential budget pressure for 2022/23 officers have proposed utilising a proportion (£500,000) of the Support for Registered Housing Providers budget, funded through the receipts set-aside from LSVT of housing stock, to provide an interim cost injection. However, this is not a sustainable financial solution as Council capital resources are diminishing hence there is a need for urgent progress to be made by the Department for Levelling Up, Housing and Communities (DLUC) to review the Better Care Fund and national DFG formula to achieve a more equitable distribution of

resources based on updated health and social care needs.

5 Risks and Uncertainties

- 5.1 A significant risk is that without additional and consistent funding, the Council will need to work to its available budget, which will mean operating a prioritised waiting list. Given the demands this means that the wait for lower priority adaptations could be considerable.
- 5.2 Another risk is that the Council will not be in a financial position to offer any discretionary funding support, which will compromise some Major Works for the most complex applications.
- 5.3 The suspension of the Warm Homes on Prescription project will be mitigated via the Council's other energy and climate change activities.

6 Implications

6.1 Financial Implications

- 6.1.1 The current capital programme comprises: £753k for Mandatory and £100k for Discretionary DFGs, this is a notional split. Paragraph 4.8 demonstrates that the whole provision is fully committed. This provision is fully funded by current and historic BCF allocations.
- 6.1.2 In the past, DFG funds were split 60% grant and 40% the Council's own resources. This was changed to a cash limited allocation. Spending patterns in recent years show that expenditure was contained within the Council's allocation. However, significant spending pressures were identified in 2021/22: post-COVID recovery and other cost factors set out in paragraph 4.6.
- 6.1.3 Support for RHPs currently totals £5.180m, of which, £80k is committed for the Practical Completion of Garage Sites Ph 2, and this leaves £5.1m unallocated. Of this sum, £1.140m is the balance of capital receipts set-aside at LSVT for Affordable Housing; the balance is S106 monies, most significant £3.870m received 2021/22 and 2022/23 for Land North of Bingham.
- 6.1.4 Use of £500k as interim support will divert funds from Affordable Housing to Disabled Adaptations and will lead to an opportunity cost, in the form of lost interest, in the region of £7.5k. This is not a long-term solution and there are funding pressures to support the delivery of the Council's Capital Programme. The use of internal borrowing short-term with the potential recourse to an external borrowing requirement will thus incur interest costs.

6.2 Legal Implications

DFGs are mandatory grants the Council is required to provide under the provisions of the Housing Grants Construction and Regeneration Act 1996 (HGCR 1996).

6.3 Equalities Implications

DFGs are available to people of all ages and in all housing tenures to contribute to the cost of adaptations and to enable people to live independently and safely at home in their communities. The main stakeholders are people with physical disabilities, learning disabilities, autistic conditions, mental health, and cognitive impairments. The provision of these grants enables the Council to meet its duties under the Council's Public Sector Equality Duty (PSED) (Equality Act 2010). An Equality Impact Assessment has been undertaken in light of the recommendations made within this report and is attached as Appendix A.

6.4 Section 17 of the Crime and Disorder Act 1998 Implications

There are no Section 17 implications to the recommendations contained within this report.

7 Link to Corporate Priorities

Quality of Life	The DFG programme addresses the quality of housing stock which has an integral effect on the quality of life of householders. The provision of adaptations supports more people to live in suitable housing so they can stay independent for longer
Efficient Services	The DFG programme supports partnership working and the most effective use of resources in meeting the housing needs of residents.
Sustainable Growth	The DFG programme promotes sustainable transformation planning for health, social care, and local authorities.
The Environment	

8 Recommendation

It is RECOMMENDED that Cabinet:

- a) calls upon partner authorities in the County to explore transformational change to support a more equitable distribution of the BCF which will assist in meeting local need and align with the aspirations to progress a County deal project with pooled resources;
- b) transfers £500,000 from the Support for Registered Housing Providers (RHP) budget (funded through the receipts set-aside from Large Scale Voluntary Transfer (LSVT) of housing stock) to support DFG costs;

- c) develops and implements an operational waiting list to prioritise applications in line with budget provision;
- d) amends the current Council DFG policy to suspend the use of discretionary DFG funding until a review of the national formula is undertaken or the adoption of an alternative county model to administer DFG applications;
- e) ensures an assessment is undertaken to consider the likely future demand and impact on the Medium-Term Financial Strategy (MTFS) and capital resources. The MTFS to be updated for 2023/24; and
- f) makes representations to the Department for Levelling Up, Housing and Communities (DLUC) to review the Better Care Fund and national DFG formula to achieve a more equitable distribution of resources based on updated health and social care needs to achieve better health and wellbeing outcomes.

For more information contact:	Donna Dwyer Strategic Housing Manager 0115 914 4275 ddwyer@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	Equality Impact Assessment

EQUALITY IMPACT ASSESSMENT FORM

Name and brief description of proposal/project / policy / service being assessed:

Rushcliffe Borough Council Disabled Facilities Grant (DFG) Policy 2023 – 2028 replaces the current DFG Policy 2018 - 2023. The revised policy aligns with the County wide policy adopted by the other districts and boroughs in the County providing consistency for clients and supporting more aligned working practices between the organisations.

The DFG is a grant available to owner occupiers, private sector tenants and social housing tenants towards adapting their homes to make it more suitable for a disabled person to live in. DFGs also deal with larger works in excess of the maximum minor adaptations limit (available via Social Services) and is subject to means testing which may require a charge to be registered on the property.

Information used to analyse the effects of equality:

The Disabled Facilities Grant Policy takes account of the effect of the Council's priorities on all residents of the Borough and is supported by the Council's Equality and Diversity Scheme. A key component of this is ongoing equalities monitoring and customer satisfaction surveys. In addition, key operational policies will also have had a separate Equalities Impact Assessment carried out.

The Greater Nottingham Planning Partnership has completed a Housing Needs Assessment in 2020 which includes the needs assessment of people with disabilities. The study provides an indicative figure of the number of households by tenure for each local authority area that require a more specialist or adapted(able) home on the basis of mobility related disability, sensory impairment or educational/learning needs and recommends an indicative proportion of homes that should be able to respond to/accommodate these needs in each tenure.

The Housing Register provides additional information on the backlog needs of people with disabilities requiring social rented housing. This can be used to inform new build developments where affordable housing is delivered and inform policy changes i.e. Allocation's Policy. This will ensure the best use of properties which have already been adapted to those applicants requiring rehousing on mobility grounds.

	Could particularly benefit (X)	May adversely impact (X)	How different groups could be affected: Summary of impacts	Details of actions to reduce negative or increase positive impact (or why action not possible)
People from different	x		The Policy seeks to improve access and	Positive - service is available to

ethnic groups			<p>standards of living accommodation across all tenures for people with disabilities.</p> <p>Ethnic monitoring of the DFG applications and customer satisfaction surveys will inform if specific research or action is required to address any negative impacts.</p> <p>The revised DFG policy recognises the challenges faced by people from different ethnic groups where language barriers may exist. To address this additional support to progress the application and the delivery of works is available on request.</p> <p>Separate EIAs are produced relating to operational policies.</p>	all and individual solutions will be considered to meet specific needs
Men, women (including maternity/pregnancy impact), transgender people	x		<p>The Policy seeks to improve access and standards of living accommodation for all people with disabilities.</p> <p>Equality and diversity monitoring of the DFG applications and customer satisfaction surveys will inform if specific research or action is required to address any negative impacts</p> <p>Separate EIAs are produced relating to operational policies.</p>	Positive - service is available to all and individual solutions will be considered to meet specific needs
Disabled people or carers	x		<p>The Policy specifically meets the needs of people with disabilities and seeks to maximise the use of the DFG grant to</p>	Positive - service is available to all and individual solutions will be considered to meet specific needs

		<p>provide a diverse range of housing to meet the needs of residents.</p> <p>The countywide approach to DFG Policies enhances opportunities to work with partners to proactively identify and address different needs thereby avoiding a postcode lottery.</p> <p>The revised DFG policy recognises the challenges faced by disabled people and provides additional support to progress the application and the delivery of works where requested.</p> <p>Equality and diversity monitoring of the DFG applications and customer satisfaction surveys will inform if specific research or action is required to address any negative impacts</p> <p>Separate EIAs are produced relating to operational policies.</p>	<p>needs</p>
<p>People from different faith groups</p>	<p>x</p>	<p>The Policy seeks to ensure that DFGs are available to people with different faith needs and will take account of these requirements as part of the design specification.</p> <p>Equality and diversity monitoring of the DFG applications and customer satisfaction surveys will inform if specific research or action is required to address any negative impacts</p>	<p>Positive - service is available to all and individual solutions will be considered to meet specific needs</p>

			Separate EIAs are produced relating to operational policies.	
Lesbian, gay or bisexual	x		<p>The Policy seeks to improve access and standards of living accommodation for all people with disabilities ensuring that same sex coupled have the same rights as other couples.</p> <p>Separate EIAs are produced relating to operational policies.</p>	Positive - service is available to all and individual solutions will be considered to meet specifics needs
Older or younger people	x		<p>The Policy seeks to improve access and standards of living accommodation for all people with disabilities, specifically the adding population who are more likely to require adaptations to their properties.</p> <p>The revised DFG policy recognises the challenges faced by older people and provides additional support to progress the application and the delivery of works where requested.</p> <p>Equality and diversity monitoring of the DFG applications and customer satisfaction surveys will inform if specific research or action is required to address any negative impacts</p> <p>Separate EIAs are produced relating to operational policies.</p>	Positive - service is available to all and individual solutions will be considered to meet specifics needs
Other (marriage/civil partnership. Looked after children, cohesion/good relations, vulnerable children/adults)	x		The Policy seeks to improve access and standards of living accommodation for all people with disabilities, specifically children and vulnerable adults with disabilities.	Positive - service is available to all and individual solutions will be considered to meet specifics needs

			<p>The revised DFG policy recognises the challenges faced by these groups and provides additional support to progress the application and the delivery of works where requested.</p> <p>Equality and diversity monitoring of the DFG applications and customer satisfaction surveys will inform if specific research or action is required to address any negative impacts</p> <p>Separate EIAs are produced relating to operational policies.</p>	
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OUTCOME(S) OF EQUALITY IMPACT ASSESSMENT: *(delete as appropriate)*
 No major change required

Arrangements for future monitoring of equality impact of this policy/proposal/project:
 The Housing Delivery Plan is supported by an Action Plan which will set targets against the three priorities of Supply and Affordability, Sustainable Housing and the Environment, Homelessness and Support. The Action Plan will be reviewed on a six-monthly basis and mitigation measures will be established if any adverse impacts on equality are identified.

Names of officers who conducted EIA and date
 Donna Dwyer, Strategic Housing Manager

Approved by:

Date: 12.1.22



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Cabinet

Tuesday, 12 July 2022

Endorsement of the Investment Plan for the UK Shared Prosperity Fund and Levelling Up Funding Bid

Report of the Chief Executive

Cabinet Portfolio Holder for Business and Growth, Councillor A Edyvean

1. Purpose of report

- 1.1. In April 2022, Government launched the UK Shared Prosperity Fund (UKSPF). This is a £2.6bn fund for the next three years which replaces the EU Structural funds which were previously allocated through Local Enterprise Partnerships.
- 1.2. The UKSPF is being delivered through a direct allocation to local authorities, via a funding formula rather than competition. Rushcliffe's allocation is £2,571,462 for three years (2022/23 to 2024/25). This is allocated across the three years:
 - 2022/23 - £312,071
 - 2023/24 - £624,141
 - 2024/25 - £1,635,250.
- 1.3. To secure this funding local authorities need to complete an Investment Plan, which sets out how they will spend their allocation against the three priorities; communities and place, business support and people and skills. Areas are encouraged to engage with key local stakeholders in the development of their plans and also to work across a wider geography where appropriate.
- 1.4. This report sets out the steps taken to develop Rushcliffe's Investment Plan and seeks endorsement for the Plan ready for submission to Government in time for the deadline of 1 August 2022.
- 1.5. The report also seeks Cabinet's endorsement of the Levelling Up Funding (LUF) bid which was submitted on 6 July 2022.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) endorses the identified priority interventions for Rushcliffe's Investment Plan and the local principles for the allocation of funding;
- b) endorses the identified long list of interventions for Rushcliffe's Investment Plan for year 1 (Appendix B);

- c) delegates sign off of the Investment Plan to the Leader, Chief Executive and S151 Officer, including refinement of projects for year 1 and allocations for years 2 and 3, with both revenue and capital implications reported in future Financial reports to Cabinet and the MTFS to Full Council; and
- d) endorses the submission of the Levelling Up Funding bid with the Capital Programme to be updated accordingly and reported in future financial reports.

3. Reasons for Recommendation

- 3.1. It is a requirement of the UKSPF that an Investment Plan is submitted, which sets out how the lead local authority intends to spend its allocation. This report is seeking sign off of the principles for the Rushcliffe allocation, the long list of projects for year 1 (which requires refinement) and agrees for the Investment Plan sign off to be delegated to the Leader, Chief Executive and S151 Officer.
- 3.2. The report is also seeking retrospective endorsement of the LUF bid, which was submitted to Government by the required deadline of 6 July. A previous report to Cabinet had identified East Leake Health Centre as a possible opportunity for the LUF bid but due the timescales for the delivery of that it is not a realistic option for LUF. Alternative options have been explored and it was agreed to progress with the application for the connectivity on the south of the river to support and enhance the new connection, which will be offered by the construction of the new pedestrian and cycle bridge across the Trent.

4. Supporting Information

UKSPF

- 4.1. Lead local authorities have to submit an Investment Plan by 1 August to identify how they are going to spend their allocation against the three priorities; communities and place, business support and people and skills. Within each priority there are a list of interventions and funding has to be allocated against those. The people and skills theme will be focussed on 2024/25, taking account of the fact that there are existing European Social Funded projects that are still delivering across the country.
- 4.2. Government have indicated any underspend in each year will be lost and therefore it is important to realistically plan activity that can be delivered each year. The funding is a mix of capital and revenue and Government have set a minimum capital level each year. The Council can use funding to support activity from April 2022 as long as it fits with priorities in the Investment Plan. This will be at risk until the Investment Plan is signed off, which is expected to be October 2022.
- 4.3. Lead local authorities for each area will have flexibility over how they deliver the Fund, for example they may wish to use a mix of procurement, local

competitions or deliver some activity through in-house teams. 4% (£102,858 over the three years) can be used to support ongoing admin/monitoring etc. requirements of funding (including assessing and approving project applications, processing payments and day to day monitoring).

- 4.4. Government have encouraged local authorities to work together to create alignment across an area, this is particularly on the business support and people and skills interventions. This has been discussed with colleagues from other local authorities and the report sets out interventions where there is alignment across Nottinghamshire and so an opportunity for future joint commissioning.

Interventions

- 4.5. As already identified the Fund will focus on communities and place and local business interventions in 2022/23 and 2023/24, alongside support for people through the Multiply adult numeracy programme (County Council led). UKSPF investment to support people and skills will follow from 2024/25.
- 4.6. The full list of interventions can be found at Appendix A of this report. They have been highlighted to identify the priority interventions for Rushcliffe. These have been selected based on engagement with a number of internal and external stakeholders including; local businesses, community and voluntary services, education providers, police, and health. In addition data has been analysed to help further inform this selection. The Investment Plan will include a request for flexibility over the life of the Plan so new interventions can be introduced based on changing demands in the area.
- 4.7. The interventions are listed under each of the themes, communities, and place, supporting local business and people and skills.
- 4.8. Communities and Place has the following overarching objectives:
- Strengthening our social fabric and fostering a sense of local pride and belonging, through investment in activities that enhance physical, cultural, and social ties and amenities, such as community infrastructure and local green space, and community-led projects.
 - Building resilient, safe, and healthy neighbourhoods, through investment in quality places that people want to live, work, play and learn in, through targeted improvements to the built environment and innovative approaches to crime prevention.
- 4.9. Supporting local business has the following overarching objectives:
- Creating jobs and boosting community cohesion, through investments that build on existing industries and institutions, and range from support for starting businesses to visible improvements to local retail, hospitality, and leisure sector facilities.

- Promoting networking and collaboration, through interventions that bring together businesses and partners within and across sectors to share knowledge, expertise, and resources, and stimulate innovation and growth.
- Increasing private sector investment in growth-enhancing activities, through targeted support for small and medium-sized businesses to undertake new-to-firm innovation, adopt productivity-enhancing, energy efficient and low carbon technologies, and techniques, and start or grow their exports.

4.10. People and skills has the following overarching objectives:

- Boosting core skills and support adults to progress in work, by targeting adults with no or low level qualifications and skills in maths, and upskill the working population, yielding personal and societal economic impact, and by encouraging innovative approaches to reducing adult learning barriers.
- Reducing levels of economic inactivity through investment in bespoke intensive life and employment support tailored to local need. Investment should facilitate the join-up of mainstream provision and local services within an area for participants, through the use of one-to-one keyworker support, improving employment outcomes for specific cohorts who face labour market barriers:
 - Expected cohorts include, but are not limited to people aged over 50, people with a disability and health condition, women, people from an ethnic minority, young people not in education, employment or training and people with multiple complex needs (homeless, care leavers, ex/ offenders, people with substance abuse problems and victims of domestic violence).
- Supporting people furthest from the labour market to overcome barriers to work by providing cohesive, locally tailored support, including access to basic skills.
- Supporting local areas to fund gaps in local skills provision to support people to progress in work, and supplement local adult skills provision e.g. by providing additional volumes; delivering provision through wider range of routes or enabling more intensive/innovative provision, both qualification based, and non-qualification based. This should be supplementary to provision available through national employment and skills programmes.

4.11. Areas are able to submit bespoke interventions that are not included on the list as long as justification in the form of evidence is provided for this. Based on feedback from stakeholders and the review by officers at the Council it is not thought that bespoke interventions are required. As can be seen at Appendix A the interventions are broad and allow for a wide range of activity, projects identified to date can fit into one of the identified interventions.

4.12. In addition to the above objectives it is important for Cabinet to identify and agree the local principles that will apply for the allocation of funding. This will help over the coming weeks to further inform and shape the Investment Plan. The identified principles are:

- The overarching principle is for alignment with Governments levelling up objectives and the UKSPF objectives.

- Initiatives must demonstrate how they contribute towards supporting delivery of the Councils corporate priorities:
 - Quality of life
 - Efficient services
 - Sustainable growth
 - The environment.
- Supporting communities and businesses across the Rushcliffe, reflecting the diverse needs of the whole Borough.
- Projects need to demonstrate they are deliverable within the required timeframes, and this is particularly important in year 1 of the funding where timescales are tight.
- Projects will need to demonstrate value for money which may include requirements for match funding where appropriate.
- Projects should add value and not duplicate other support available.
- Projects should be able to demonstrate the need for the chosen intervention and what outputs and outcomes will be delivered.

4.13. Work has been done with colleagues across Nottinghamshire to identify areas of alignment. Government are encouraging areas to work with neighbouring local authorities particularly on the business support and people and skills priorities. Following an initial prioritisation exercise it looks like across Nottinghamshire there is alignment on the following interventions:

- E23: Strengthening local entrepreneurial ecosystems and supporting businesses at all stages of their development to start, sustain, grow, and innovate, including through local networks.
- E29: Supporting decarbonisation and improving the natural environment whilst growing the local economy. Taking a whole systems approach to invest in infrastructure to deliver effective decarbonisation across energy, buildings, and transport and beyond, in line with our legally binding climate target. Maximising existing or emerging local strengths in low carbon technologies, goods, and services to take advantage of the growing global opportunity.
- E38: Support for local areas to fund local skills needs. This includes technical and vocational qualifications and courses up to level 2 and training for vocational licences relevant to local area needs and high-value qualifications where there is a need for additional skills capacity that is not being met through other provision.

4.14. Officers will continue to work with colleagues across Nottinghamshire to look at joint commissioning across the area on these priorities as well as any other future identified shared priorities.

4.15. The Investment Plan will identify priority interventions and indicative allocations in each year against those interventions. Some specific projects have been identified for this financial year to help ensure the allocation is spent and not lost (Appendix B). For future years though this detail is not required and the specifics of the projects to be supported within the intervention will be developed over the next few months/years. The Investment Plan will therefore include the identified priority interventions with funding allocated to those. In

addition, as already set out, flexibility will be requested and is allowed to move funding around subject to an identified need/new priority.

- 4.16. At this stage the detail of the Investment Plan is still being developed. However, Appendix A gives detail on identified priority interventions and Appendix B shows the long list of projects that have been identified that could be supported in year 1. It is important to note that as it stands the funding for this year is oversubscribed and so this list needs refinement. Projects identified for year 1 need to be deliverable and so this will help with the refinement of this list. One challenge will be delivering projects to a tight timeline (ie for year 1 by 31 March 2023) and it is possible those not included in year 1 could be moved to year 2. Underspend cannot be carried forward and it is therefore essential the Council has confidence in their delivery by the deadlines and following proper financial processes.

Levelling Up funding

- 4.17. In 2021, Government committed an initial £4 billion for the LUF for England over the next four years (up to 2024/25). Round one of the funding was opened in spring 2021 and 105 of the bids received were approved totalling £1.7bn.
- 4.18. In April 2022, Government announced round two of the LUF with the deadline for applications being noon on 6 July, and an announcement of successful bids in the autumn. Areas are prioritised as 1, 2 or 3 based on need and following a re-scoring in response to the impact of Covid-19 Rushcliffe remains a priority 3 area. This means a stronger case for funding needs to be demonstrated but funding can still be accessed.
- 4.19. As with the first round, funding is available for local authorities to bid for (one bid per parliamentary constituency) and can be a bid for an individual project or a package bid consisting of multiple projects. Match funding of 10% is encouraged but not mandatory.
- 4.20. There are three investment themes for LUF:
- Transport investments including (but not limited to) public transport, active travel, bridge repairs, bus priority lanes, local road improvements and major structural maintenance, and accessibility improvements. We are requesting proposals for high-impact small, medium and by exception larger local transport schemes to reduce carbon emissions, improve air quality, cut congestion, support economic growth, and improve the experience of transport users.
 - Regeneration and town centre investment, building on the Towns Fund framework to upgrade eyesore buildings and dated infrastructure, acquire and regenerate brownfield sites, invest in secure community infrastructure and crime reduction, and bring public services and safe community spaces into town and city centres.

- Cultural investment maintaining, regenerating, or creatively repurposing museums, galleries, visitor attractions (and associated green spaces) and heritage assets as well as creating new community-owned spaces to support the arts and serve as cultural spaces.
- 4.21. A gateway criteria for the funding is that there must be some spend in this financial year (2022/23). This limits the projects that can be put forward as they need to already be at an advanced stage to achieve this.
- 4.22. The footbridge across the Trent is a project that has received support of the Council's Cabinet and it is anticipated that a planning application for this will be submitted later this year. Costs are increasing; however, and the City are therefore reviewing the scheme costs in light of certain pressures such as hyper-inflation, global supply chains and the impact on key materials such as steel. This means that some of the wider connectivity planned may not be deliverable within the budget remaining.
- 4.23. It is the intention of the Borough Council therefore to submit a LUF bid to deliver the new infrastructure and improvements to existing walking and cycling infrastructure on the south of the river. These includes:
- Major Junction at Lady Bay Bridge / Radcliffe Road / Trent Boulevard / Edward Road.
 - Junction in estate – crossroads between Trent Boulevard and Melbourne Road.
 - Junction at Mabel Grove / Rutland Road link over Radcliffe Road.
 - Junction at Cyril Road over Radcliffe Road.
 - Junction in estate – crossroads between Cyril Road and Davies Road.
 - Improvements to the river path.
- 4.24. Due to the timescales involved the costings included are typical high level and based on documents such as SPONS price book (Spon's is a range of price estimating books and guides for the construction industry in the UK and overseas) and Sustrans design guide. This provides the level of detail needed for the LUF bid but further work on this will be required if the bid is successful. This includes detailed design work, which would need County approval before works on site began, the costs of the design work have been included in the bid.
- 4.25. County Council have provided a letter of support for the bid which is required as they are the Highways Authority. Ruth Edwards MP has also provided her support for the bid.

5. Alternative options considered and reasons for rejection

- 5.1. For UKSPF, the Investment Plan identifies priority interventions and some projects, but the detail will be worked up over the coming years of what exactly is funded. Therefore, at this stage a long list of projects has been pulled together but specific projects to be funded have not been worked up in detail. It is at this

stage that alternatives, to ensure value for money and the right support for our residents and businesses, will be considered.

- 5.2. For the LUF, officers from the Council reviewed other potential projects for submission. However, as outlined, due to the requirement to spend in the 2022/23 financial year, the number of realistic options to progress was limited. To support the success of the footbridge it was agreed that this would be the project to submit.

6. Risks and Uncertainties

- 6.1. There is a risk that the SPF Investment Plan is not signed off; however, this is not a competitive process and Government officials will work with Council officers to support any required resubmission.
- 6.2. The ongoing management and monitoring of the SPF could be quite significant and so there is a risk of pressure on teams in the Council. However, some of the SPF can be used for management costs (4% of total allocation) and this will be explored in more detail.
- 6.3. Any new projects commenced before the sign-off of the Investment Plan (October 2022) would, if not approved, need to be resourced by the Council. This will be mitigated by avoiding any significant commitments to new schemes and focusing on existing projects in the short term. Thus ensuring year 1 spend is delivered.
- 6.4. There is a risk that the LUF bid is unsuccessful, if this is the case the funding for the required improvements will need to be sought from elsewhere or funded via NCC highways funding over the coming years. There is a budget available from the City Council that will enable some improvements to be made but this will not be on the scale of those being submitted to LUF.

7. Implications

7.1. Financial Implications

Both of these projects are about requests for Government funding, one is an allocation of SPF and the other a funding bid which may be successful. In deciding on projects going forward the Council will be mindful of not committing itself to unnecessary ongoing revenue and capital costs. Further external funding enables further financial resources to be utilised for other priorities. Where possible the Council will utilise its internal resources to support projects.

7.2. Legal Implications

There are no legal implications associated with this report.

7.3. Equalities Implications

There are no direct equalities implications associated with this report. Equalities implications will be considered for all UKSPF funded activity.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

There are no crime and disorder implications associated with this report.

8. Link to Corporate Priorities

Quality of Life	The UKSPF's focus is on supporting Governments Levelling Up ambitions and particularly pride in place. The funding offers the opportunity for the Council and other organisations to deliver new activities to support and enhance our residents quality of life.
Efficient Services	
Sustainable Growth	Objectives of the fund include supporting local businesses and people and skills, this funding will allow the council and partners to deliver local interventions that meet the needs of our businesses and community.
The Environment	Interventions within the UKSPF long list include a focus on decarbonisation and these are identified priority areas for the Council. In addition the LUF bid will encourage more active travel in the Borough by creating better connectivity and enhancing the opportunity provided by the City bridge.

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) endorses the identified priority interventions for Rushcliffe's Investment Plan and the local principles for the allocation of funding;
- b) endorses the identified long list of interventions for Rushcliffe's Investment Plan for year 1 (Appendix B);
- c) delegates sign off of the Investment Plan to the Leader, Chief Executive and S151 Officer, including refinement of projects for year 1 and allocations for years 2 and 3, with both revenue and capital implications reported in future Financial reports to Cabinet and the MTFS to Full Council; and
- d) endorses the submission of the Levelling Up Funding bid with the Capital Programme to be updated accordingly and reported in future financial reports.

For more information contact:	Catherine Evans Service Manager Economic Growth and Property 0115 914 8552 cevens@rushcliffe.gov.uk
Background papers available for Inspection:	
List of appendices:	Appendix A priority interventions list Appendix B year one long list of projects

Shared prosperity funding priorities

Priority Interventions (highlighted):

Communities and place

Intervention
E1: Funding for improvements to town centres and high streets, including better accessibility for disabled people, including capital spend and running costs.
E2: Funding for new, or improvements to existing, community and neighbourhood infrastructure projects including those that increase communities' resilience to natural hazards, such as flooding. This could cover capital spend and running costs.
E3: Creation of and improvements to local green spaces, community gardens, watercourses and embankments, along with incorporating natural features into wider public spaces.
E4: Enhanced support for existing cultural, historic and heritage institutions that make up the local cultural heritage offer.
E5: Design and management of the built and landscaped environment to 'design out crime'.
E6: Support for local arts, cultural, heritage and creative activities.
E7: Support for active travel enhancements in the local area.
E8: Funding for the development and promotion of wider campaigns which encourage people to visit and explore the local area.
E9: Funding for impactful volunteering and/or social action projects to develop social and human capital in local places.
E10: Funding for local sports facilities, tournaments, teams and leagues; to bring people together.
E11: Investment in capacity building and infrastructure support for local civil society and community groups.
E12: Investment in community engagement schemes to support community involvement in decision making in local regeneration.
E13: Community measures to reduce the cost of living, including through measures to improve energy efficiency, and combat fuel poverty and climate change.
E14: Funding to support relevant feasibility studies.
E15: Investment and support for digital infrastructure for local community facilities.

Supporting local business

Intervention
E16: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wrap around support for small businesses.
E17: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.
E18: Supporting Made Smarter Adoption: Providing tailored expert advice, matched grants and leadership training to enable manufacturing SMEs to adopt industrial digital technology solutions including artificial intelligence; robotics and autonomous systems; additive manufacturing; industrial internet of things;

virtual reality; data analytics. The support is proven to leverage high levels of private investment into technologies that drive growth, productivity, efficiency and resilience in manufacturing.
E19: Increasing investment in research and development at the local level. Investment to support the diffusion of innovation knowledge and activities. Support the commercialisation of ideas, encouraging collaboration and accelerating the path to market so that more ideas translate into industrial and commercial practices.
E20: Research and development grants supporting the development of innovative products and services.
E21: Funding for the development and support of appropriate innovation infrastructure at the local level.
E22: Investing in enterprise infrastructure and employment/innovation site development projects. This can help to unlock site development projects which will support growth in places.
E23: Strengthening local entrepreneurial ecosystems, and supporting businesses at all stages of their development to start, sustain, grow and innovate, including through local networks.
E24: Funding for new and improvements to existing training hubs, business support offers, 'incubators' and 'accelerators' for local enterprise (including social enterprise) which can support entrepreneurs and start-ups through the early stages of development and growth by offering a combination of services including account management, advice, resources, training, coaching, mentorship and access to workspace.
E25: Grants to help places bid for and host international business events and conferences that support wider local growth sectors.
E26: Support for growing the local social economy, including community businesses, cooperatives and social enterprises.
E27: Funding to develop angel investor networks nationwide.
E28: Export Grants to support businesses to grow their overseas trading, supporting local employment.
E29: Supporting decarbonisation and improving the natural environment whilst growing the local economy. Taking a whole systems approach to invest in infrastructure to deliver effective decarbonisation across energy, buildings and transport and beyond, in line with our legally binding climate target. Maximising existing or emerging local strengths in low carbon technologies, goods and services to take advantage of the growing global opportunity.
E30: Business support measures to drive employment growth, particularly in areas of higher unemployment.
E31: Funding to support relevant feasibility studies.
E32: Investment in resilience infrastructure and nature based solutions that protect local businesses and community areas from natural hazards including flooding and coastal erosion.

People and skills

Interventions
E33: Employment support for economically inactive people: Intensive and wrap-around one-to-one support to move people closer towards mainstream provision and employment, supplemented by additional and/or specialist life and basic skills (digital, English, maths and ESOL) support where there are local provision gaps
E34: Courses including basic skills (digital, English, maths (via Multiply) and ESOL), and life skills and career skills provision for people who are unable to access training through the adult education budget or wrap around support detailed above. Supplemented by financial support for learners to enrol onto courses and complete qualifications.
E35: Activities such as enrichment and volunteering to improve opportunities and promote wellbeing.
E36: Intervention to increase levels of digital inclusion, with a focus on essential digital skills, communicating the benefits of getting (safely) online, and in-community support to provide users with the confidence and trust to stay online.

E37: Tailored support to help people in employment, who are not supported by mainstream provision to address barriers to accessing education and training courses. This includes supporting the retention of groups who are likely to leave the labour market early.

E38: Support for local areas to fund local skills needs. This includes technical and vocational qualifications and courses up to level 2 and training for vocational licences relevant to local area needs and high-value qualifications where there is a need for additional skills capacity that is not being met through other provision.

E39: Green skills courses targeted around ensuring we have the skilled workforce to achieve the government's net zero and wider environmental ambitions.

E40: Retraining support for those in high carbon sectors.

E41: Funding to support local digital skills.

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Shared prosperity funding priorities

Year one long list of identified projects to support:

Priority 1 - Communities and Place

Intervention	Project	Capital	Revenue	Outcomes
E3: Creation of and improvements to local green spaces, community gardens, watercourses and embankments, along with incorporating natural features into wider public spaces.	Grantham Canal water restoration or walking and cycling connection improvements	£90,000	£10,000	<p>This funding would support water restoration/retention work at Grantham Canal to maintain this valuable local community asset.</p> <p>In addition funding could be used to also enhance the walking and cycling connections along the canal.</p> <p>Risk: will the work be delivered on time (by 31 March 2023) in accordance with Council procurement rules.</p>
	WB play area – Adbolton Lane	£75,000		To continue to ensure safe play activities for children, improving health, safety and wellbeing.
E4: Enhanced support for existing cultural, historic and heritage institutions that make up the local heritage offer.	Great Central Railway Nottingham transport heritage centre	£30,000		<p>Funding to repair a bridge, until it is repaired GCRN cannot run the heritage trains. By providing this funding this would improve the offer at this local heritage asset leading to increased visitor numbers bringing additional benefits for other local businesses in the area.</p> <p>Risk: will the work be delivered on time (by 31 March 2023) in accordance with Council procurement rules.</p>
E5: Design and management of the built and landscaped environment to 'design out crime'.	Additional police patrols/initiatives in rural areas		£25,000	<p>This funding would support additional police patrols in rural areas of the Borough providing public reassurance and reducing levels of crime and ASB in those areas.</p> <p>Future funding subject to demonstrating the effectiveness of the patrols and evidence to be provided of increased patrols.</p>

E10: Funding for local sports facilities, tournaments, teams and leagues; to bring people together.	Grant funding pot to support local sports clubs	£50,000		A capital grant fund which could be accessed by local sports clubs to improve their facilities to enable them to provide an improved offer for their user groups. Thus improving the health and wellbeing in the community. Risk: will the work be delivered on time (by 31 March 2023) in accordance with Council procurement rules.
	Gresham Sports Park enhancements – swale	£55,000		Works to improve water storage capability and flow of water along the water course, this will enhance the use of the pitches during wetter months as this will enhance the drainage. This funding will pay for the first stage of work – clearance (tree/thicket) followed by desilting excavation work.
E14: Funding to support relevant feasibility studies.	Feasibility study to look at redevelopment options/opportunities for ROT health centre site		£20,000	When the Radcliffe on Trent Health centre is moved from its current location this presents an opportunity for the redevelopment of the land. This would fund an independent study to look at the potential future uses of the land.
	Support for LUF bid		£20,000	Submission of leveling up funding bid to support connectivity between local communities through active travel.
	Engagement of communication consultants to consult on what future programme includes – residents, stakeholders and businesses		£15,000	An opportunity to engage the local community to help shape the plans for years 2 and 3 of the UKSPF programme.
Total		£300,000	£90,000	£390,000

Priority 2 - Supporting local business

Intervention	Project	Capital	Revenue	Outcomes
E16: Investment in open markets and improvements to town centre retail and service sector infrastructure, with wrap	Buttercross improvement/maintenance work	£80,000		Improvements to visual appearance of the Buttercross in Bingham Market Square and to ensure we are preserving this listed structure. Improved amenities to help with footfall and the local economy.

around support for small businesses.	Digital toolkit to support retailers		£10,000	Following on from the successful business support offered as an outcome of the Welcome Back funding this would extend and enhance that offer. It would provide an online toolkit for businesses to access with top tips and advice for promoting their business online. Local businesses will be used to support the project.
E17: Funding for the development and promotion (both trade and consumer) of the visitor economy, such as local attractions, trails, tours and tourism products more generally.	RBC website		£40,000	The Borough Council are developing a new website and this funding provides an opportunity to enhance this to make sure it fully reflects the visitor attractions in the area and is a way for the Council and others to promote the offer.
E29: Supporting decarbonisation and improving the natural environment whilst growing the local economy. Taking a whole systems approach to invest in infrastructure to deliver effective decarbonisation across energy, buildings and transport and beyond, in line with our legally binding climate target. Maximising existing or emerging local strengths in low carbon technologies, goods and services	Energy audit of our properties		£50,000	The Council has an extensive property portfolio and external advice is required to assess what future interventions are required to look at ways to reduce the carbon footprint of the Councils assets. This funding will allow for a consultant to be appointed to undertake this work and help guide future investment in the estate. In line with the Council's carbon reduction commitments to improve the environment.
	The Point improvements including lighting to make more energy efficient	£150,000		This funding will improve the facilities for local businesses located in the Point. This includes the replacement of lighting to make this more energy efficient contributing to the Council ambitions towards its net zero target and reducing revenue costs.
Total		£230,000	£100,000	£330,000
Grand Total		£530,000	£190,000	£720,000 Total funding for year 1 - £312,071 Those schemes that cannot be completed by the deadline could be carried forward as Year 2 schemes.

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Cabinet

Tuesday, 12 July 2022

Ratcliffe on Soar Local Development Order

Report of the Director – Development and Economic Growth

Cabinet Portfolio Holder for Planning and Housing, Councillor R Upton

1. Purpose of report

- 1.1. The decision was taken by Cabinet on 23 November 2021 that the Council should prepare a Local Development Order (LDO) for the Ratcliffe on Soar Power Station site, working with the site owner. An LDO would grant planning permission for the site's redevelopment, subject to any conditions applied to the Order. In accordance with East Midlands Freeport and East Midlands Development Corporation aspirations for the site, the LDO would allow for the creation of an industrial park focused on advanced manufacturing, including technology needed to transition to net-zero, green and low-carbon energy generation, and energy storage.
- 1.2. In the period since November 2021, work has been ongoing to prepare the LDO in draft. This included non-statutory public consultation on initial proposals for the site, which was undertaken between 29 November 2021 and 10 January 2022, and consideration by the Local Development Framework (LDF) Group of draft proposals for the site and the various documents that would make up the draft LDO. Following which, the LDF Group has recommended to Cabinet that the LDO is approved in draft and published for consultation.
- 1.3. This report therefore seeks approval for the LDO to be approved in draft and published for consultation. The statutory consultation would commence as soon as practicable and cover a period of six weeks.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves in draft the Ratcliffe on Soar Local Development Order and Statement of Reasons (Appendix 1), the LDO Design Guide (Appendix 2) and the LDO Parameter Plans (Appendix 3);
- b) approves the draft LDO Statement of Consultation (Appendix 4) and the publication of all supporting documents for the LDO;
- c) agrees that the draft Ratcliffe on Soar Local Development Order (LDO) and LDO supporting documents are published for consultation;

- d) agrees that, in conjunction with the consultation on the Ratcliffe on Soar LDO, views are sought on the decision-making and delegation arrangements for determining LDO Certificate of Compliance applications; and
- e) delegates authority to the Director for Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to make any necessary final minor textual, graphical, and presentational changes required to the draft Ratcliffe on Soar LDO prior to publication for consultation.

3. Reasons for Recommendation

- 3.1. The Cabinet in November 2021 agreed that a Local Development Order (LDO) for the Ratcliffe on Soar Power Station site should be prepared. It was also agreed that any decision to approve the draft LDO should be taken by Cabinet.
- 3.2. It is considered that the development proposals for the Ratcliffe on Soar Power Station site, as set out in the draft LDO, are justified and the LDO is in a suitable position to be approved in draft and published for consultation.

4. Supporting Information

- 4.1. The Cabinet in November 2021 agreed that a Local Development Order (LDO) for the Ratcliffe on Soar Power Station site should be prepared. The justification for and benefits of preparing an LDO were set out in the report considered by the Cabinet in taking that decision. It was also decided by Cabinet that the Council should work with the site owner in preparing a draft of the LDO. The LDO would grant planning permission for the site's development, subject to any conditions applied to the Order. In accordance with East Midlands Freeport and East Midlands Development Corporation aspirations for the site, the LDO would allow for the creation of an industrial park focused on advanced manufacturing, including technology needed to transition to net-zero, green and low-carbon energy generation, and energy storage.
- 4.2. The recently submitted full business case (FBC) for the Freeport identifies that it is expected that economic activity on the site will primarily be focussed within the advanced manufacturing and logistics sectors with a particular focus on decarbonised technology and on developing related low carbon energy infrastructure on site. The FBC also identifies that it is expected that build out of the site would need to begin during 2023. This is to allow sufficient time to enable relevant new businesses to be up and running by 30 September 2026, which is the final date to be operational in order to qualify for full Freeport benefits. It is anticipated that the Freeport will come into force during autumn 2022.
- 4.3. In terms of the approval process for the LDO, the key decision making points are to agree the draft LDO and to adopt the final LDO, with legislation requiring that an LDO is adopted by resolution of the Local Planning Authority. It was decided by Cabinet in November 2021 that it would take the decision to approve the draft LDO and the decision to adopt the LDO would be taken by Full Council.

The Cabinet also agreed that, in the lead up to decision-making, the Local Development Framework (LDF) Group would consider and make recommendations in respect of the draft LDO.

- 4.4. In the period since November 2021, work has been ongoing to prepare the LDO in draft. This included non-statutory public consultation on initial proposals for the site undertaken between 29 November 2021 and 10 January 2022 and consideration by the Local Development Framework (LDF) Group of draft proposals for the site and the various documents that would make up the draft LDO. The LDF Group most recently considered the draft LDO documents at a meeting on 28 June 2022. At which, the Group supported the draft LDO documents, subject to a small number of final amendments which have subsequently been incorporated within the various documents where appropriate and recommended to Cabinet that the LDO is approved in draft and published for consultation.
- 4.5. The documents that would form and support the LDO are set out in Table 1 below.

Table 1: LDO and supporting documents

Document/plan	Summary of purpose
Local Development Order and Statement of Reasons	It establishes the development permitted by the LDO, the conditions attached to the permitted development, the procedure to approve detailed development schemes and then sets out the reasons for the LDO.
Parameter Plans and Design Guide	They together establish the spatial arrangement for development within the site and set design criteria which development proposals will need to follow.
Illustrative Masterplan and other illustrative plans	The plans show a potential development scenario which complies with the parameters, and illustratively identify development quantum and site phasing.
Environmental Statement (ES) - Assessment chapters - Technical appendices - Non-technical summary	The ES reports on the Environmental Impact Assessment outcomes and mitigation measures. The environmental matters assessed include: agricultural land and soils; air quality; archaeology and built heritage; climate change and greenhouse gases; ecology; ground conditions; human health; landscape; materials and waste; noise and vibration; socio-economics; traffic and transport; water environment and in-combination and cumulative effects.
Transport Assessment (TA)	The TA reports on the transport impacts of the proposed development and identifies potential mitigation measures.

Document/plan	Summary of purpose
Site Wide Travel Plan Framework (SWTPF)	The SWTPF identifies site-wide measures that will be implemented to promote sustainable travel for the proposals.
Technical Reports (Flood Risk Assessment, Surface Water Drainage Strategy; Utilities Strategy Report; Energy Strategy; and Arboriculture Survey)	The technical report covers flood risk matters, a review of existing drainage infrastructure and managing surface water, an assessment of existing utilities supplies, how development can satisfy sustainable energy policy, and an assessment of impact on the existing tree stock and outline mitigation measures.
Statement of Community Involvement	It reports on the consultation undertaken related to preparation of the LDO with the general public and stakeholders and identifies proposed responses to the various points raised by consultees.

- 4.6. A proposed draft LDO and Statement of Reasons document is attached as Appendix 1. As set out in the preface to the document, it is written as a final version of the LDO and Statement of Reasons, but it would be subject to revisions to take into account any feedback received following the period of statutory consultation (which will be undertaken subject to the decision to approve the LDO in draft) and also following further review prior to its final adoption. In addition, there are sections that will need to be added to the document and also certain matters that may need supplementing. This includes, for example, the outcome of statutory consultation, the conditions and mitigation measures that will be informed by feedback and any newly identified requirements arising from the consultation.
- 4.7. The draft document is split in to two main parts: the first part (chapters 2, 3 and 4) establishes what development would be permitted by the LDO, the conditions attached to the LDO, what migration would be required to address any potential adverse effects of the proposed development and the procedure which would need to be followed in order for it to be confirmed that a development proposal would be in conformity with the LDO.
- 4.8. The first section of chapter 2 (section 2.1) establishes the proposed extent of the LDO boundary (as set out at Figure 1 of the document). At section 2.2, there is a description of the proposed development. It is proposed that the LDO allows for new development comprising the erection of buildings up to a maximum gross floor area (GFA) of 810,000m² to accommodate those uses described and also those set out in section 2.4 (see below).
- 4.9. Section 2.3 then explains that the proposed development is defined by this description, the LDO Design Guide and the Parameter Plans, which together set out the acceptable location and distribution of development across the site.

At section 2.4, it is established which specific uses would be permitted by the LDO, with the main uses being those listed within Table 1 of the document. This includes energy generation and storage, advanced manufacturing and industrial development, logistics (up to a maximum of 180,000m² GFA) and research and development. It is also proposed as part of Section 2.4 that the LDO and its provisions will remain in force for 25 years subject to the Secretary of State or the Council's power to revoke or modify the LDO.

- 4.10. Section 2.4 also establishes that the LDO Design Guide includes design principles and a set of characteristics that proposed development must accord with in order to be acceptable under the terms of the LDO. This includes a requirement that development should meet at least one of seven defined characteristics. As an example, one of the listed criteria is that development would produce, store, and manage low carbon and green energy.
- 4.11. At section 3.1, there are a number of planning conditions which are intended to ensure that any development permitted by the LDO is acceptable in planning and procedural terms. Included in these proposed conditions is the requirement for the Council to review the LDO progress on the third anniversary of the LDO's adoption and at five yearly intervals thereafter, in order to be able to fully assess the suitability of the LDO in the light of any changes to planning policy and market conditions. In completing the review process, the Council would determine whether to: retain the LDO as it stands for the remaining years of its life; to retain the LDO but revise some elements/provisions of the LDO; or to revoke and cancel the LDO. It should, however, be noted that the Council would still retain the power to review, revise or revoke the LDO at any time.
- 4.12. The conditions complement and sit alongside a 'Schedule of Mitigation Requirements' which would be integral to the process for confirming that a development proposal complies with the LDO, and which has been informed by the findings of the Environmental Statement and the Transport Assessment. This schedule and the identified mitigation requirements are included at Appendix C of the LDO and Statement of Reasons document. The schedule would potentially need to be refined and/or added to following feedback received at the subsequent statutory consultation stage.
- 4.13. The alignment of the Environmental Statement (ES), Transport Assessment (TA) and Schedule of Mitigation Requirements is described at section 3.2. The ES identifies the potential environmental effects arising from the proposed development that should be mitigated as part of any development permitted by the LDO and, similarly, the TA identifies mitigation measures necessary to address potential transport effects arising from the development. Section 3.2 also identifies how procedurally these mitigation measures would be secured (e.g. through relevant conditions applied to approved Certificates of Compliance).
- 4.14. The provision of Biodiversity Net Gain (BNG) is one aspect of the mitigation measures, and it is proposed that development permitted by the LDO achieves BNG of 10%. Section 3.3 sets out details of how much BNG is required to achieve this 10% target and the broad approach as to how BNG will be delivered through on-site and, potentially, off-site provision.

- 4.15. Within section 3.4, the LDO and Statement of Reasons identifies how measures to fully mitigate the impacts of development may be delivered. It is proposed that mitigation requirements can be delivered in a number of ways and the LDO is not prescriptive in this regard; with examples of potential different delivery mechanisms being set out within section 3.4 of the document.
- 4.16. There are, at sections 4.1 to 4.4, proposed procedures that potential occupiers and developers wishing to undertake LDO permitted development on the site would have to follow in order to confirm that their proposed development meets the requirements of the LDO. This includes the need to complete an application form for a 'Certificate of Compliance'. A flow chart setting out the proposed indicative process for the preparation and submission of a Certificate of Compliance Application is provided at section 4.4.
- 4.17. The draft LDO identifies, at section 4.3, that the determination and delegation procedure for confirming compliance will follow the process as set out in the Council's constitution. However, the details of this process have still to be determined and included within the constitution. It is the LDF Group's recommendation that this should happen by the time the LDO is finalised and that, in conjunction with the consultation to be undertaken on the draft LDO, views should also be sought on the decision-making and delegation arrangements for the compliance process.
- 4.18. The second part of the draft document (chapters 5, 6 and 7) sets out the context for the LDO and the reasons for establishing the LDO, including to support delivery of the East Midlands Freeport. At section 7.5 of the LDO and Statement of Reasons, the planning context for the proposed development is outlined. Importantly, because all of the site is located within the Nottingham-Derby Green Belt, included within section 7.5 is a Green Belt assessment which includes consideration as to whether 'very special circumstances' exist to justify the proposed development. The reason that 'very special circumstances' need to be demonstrated is explained at section 7.5 under the sub-section titled 'Green Belt Policy Overview'. There then follows within section 7.5 a detailed assessment of the factors that have been taken into account in considering whether 'very special circumstances' exist and then, ultimately, coming to the conclusion that they do exist to justify the proposed development as set out within the draft LDO. In summary, it is considered that the considerable benefits of the proposed development, as identified within the Statement of Reasons, would clearly outweigh both the definitional harm and the other harms that would arise from the impact of the proposed development on the Green Belt.
- 4.19. At sections 7.6 and 7.7, there is a summary of the outcomes of the Environmental Impact Assessment (EIA) and Transport Assessment (TA) work that has been undertaken in order to assess the effects of the proposed development and to identify the likely mitigation measures required to make the development acceptable. The Environmental Statement (ES) describes in detail the technical findings of the EIA, and the likely significant environmental effects, both beneficial and adverse, and the means to avoid or reduce any adverse effects. The TA identifies the general approach to mitigate for transport impacts, which is to build on the existing public transport infrastructure and services

provided by East Midlands Parkway railway station, local bus routes and the Nottingham Express Transit (NET). In addition, key highway constraints would be improved, where practicable, to accommodate the traffic generated by the proposed development and to reduce the amount of future baseline traffic displaced by development traffic, thus reducing impacts on the wider road network.

- 4.20. It is on the basis of those reasons set out in Part 2 of the LDO and Statement of Reasons document in particular that it is considered that the development proposals for the Ratcliffe on Soar power station site, as specified by the draft LDO, are justified and that the LDO is in a suitable position to be agreed in draft and published for consultation.
- 4.21. The draft LDO and Statement of Reasons document includes three appendices. At Appendix A is a full list of all the documents that have been prepared as part of or in support of the LDO. Appendix B includes further details in respect of the Application for a Certificate of Compliance process and a draft of the application form that would need to be submitted as part of a compliance submission; and Appendix C provides the schedule of mitigation requirements necessary to address the effects of development, as well as guidance to produce the Transport and Biodiversity Mitigation Strategy. This strategy is required in order to set out how the transport and BNG mitigation requirements for the whole site will be delivered.
- 4.22. At Appendix 2 to this report is the draft LDO Design Guide and at Appendix 3 is a full set of the draft parameter plans. The Design Guide and parameter plans work together to establish the spatial arrangement of permitted development across the site and, within the Design Guide, set broad “design” criteria which developers would need to follow and satisfy when submitting a Certificate of Compliance application. This includes the proposed identification of 10 different zones where development may take place and, within which, different land use types are allowed (not all zones are the same in terms of proposed permitted uses). The other matters covered by the relevant parameter plans and sections within the draft Design Guide include: transport; infrastructure and services; building heights and design (including matters related to architecture); and landscape. The Design Guide also includes two illustrative masterplans for the site in order to demonstrate how developments could come forward as a series of plots in accordance with the parameters and design principles set out in the Design Guide and the accompanying LDO plans and documents.
- 4.23. The first of the two illustrative masterplans has also been made available as a separate illustrative plan, along with a second plan which shows, for this illustrative layout, the indicative land use types, and gross floor area data, and a third plan showing the likely phasing of development for broad areas of the site (all three plans are available as background documents). Also available as background documents are supporting plans showing the location of the site, the proposed LDO boundary, the extent of the Freeport boundary, an existing site layout plan and a plan showing the existing site’s topography.
- 4.24. At Appendix 4 is a Statement of Community Involvement (SCI) for the LDO. It provides a summary of the consultation undertaken earlier on in the preparation

process and the comments received at that stage from statutory consultees, non-statutory consultees, landowners, and members of the public. Alongside the summary of these comments, the SCI includes proposed responses to the various points raised by consultees.

- 4.25. The ES and TA which have both been prepared to support preparation of the LDO (as referred to above), plus a Site Wide Travel Plan Framework (SWTPF), are available as background documents. The SWTPF sets out site-wide measures that will be implemented to promote sustainable travel for the proposals.
- 4.26. The various other technical studies and assessments which have been prepared to support the LDO are also available as background documents. This includes a Flood Risk Assessment which demonstrates that the site is safe to develop in terms of flood risk and development would not increase flood risk elsewhere; a Surface Water Drainage Strategy which provides a review of the existing surface water drainage infrastructure on the site, and a proposed outline strategy for managing surface water on the proposed development; a Utilities Strategy Report which presents an assessment of the existing utility supplies available at the site; an Energy Strategy which identifies how the energy requirements for the proposed development can satisfy sustainable energy policy; and an Arboriculture Survey which assesses the impact of the proposed development on the existing tree stock and outlines mitigation actions, where appropriate, to minimise any potential damage to retained trees.
- 4.27. Subject to the draft LDO being approved, consultation on the various documents would commence as soon as practicable and cover a period of six weeks; longer than the statutory minimum period of four weeks. Following which, it will then need to be determined whether modifications to the draft LDO are required, taking into account any representations received. It is currently anticipated that a final LDO will be taken to the Full Council meeting on 1 December 2022, for it to decide whether or not the LDO is adopted.

5. Alternative options considered and reasons for rejection

The Council could choose to take a more reactive approach to the redevelopment/regeneration of the Ratcliffe on Soar site and not prepare a LDO. However, as set out, the site is significant in size and location and there are time factors to consider such as the potential impact of the Freeport over the next five years, and the timing of the end of coal-powered electricity production. The Council could choose to leave consideration of the site's suitability for new development to the Local Plan process, however, this is not likely to be timely enough for the Freeport process. The LDO route would provide the Council with more control over shaping the future use of the site. It should also help to ensure the delivery of relevant development by the end of September 2026, which is the final date for businesses to be operational in order to qualify for the full benefits of being part of the East Midlands Freeport.

6. Risks and Uncertainties

- 6.1. There is a risk that the Ratcliffe on Soar Power Station site remains undeveloped following its decommissioning; however, preparation of an LDO should help to mitigate this risk.
- 6.2. There is also a risk that the Freeport does not get formal status following the completion of the Full Business Case (FBC). However, a commitment to prepare an LDO, and for this to be outlined in the FBC, should help in part to ensure that this does not happen. If the Freeport does not get formal status this would have a bearing on the justification for preparing the LDO and therefore how to proceed would need to be reviewed.

7. Implications

7.1. Financial Implications

- 7.1.1 There are financial costs associated with the work required to prepare the LDO and also a loss of potential planning application fee income by granting planning permission on the site through this alternative route.
- 7.1.2 The final costs of preparing the LDO are likely to be relatively high given the complexity of the development proposal, but most of this is associated with the preparation of supporting technical evidence, which the site owners, Uniper, have appointed consultants and are paying them to undertake. Council officer time has been and will continue to be required to support the various stages of preparation, which is currently contained within existing resources. The Council is, however, negotiating with Uniper for it to reasonably cover all or some of these financial costs to offset the loss of the planning application fee.
- 7.1.3 Any upfront costs that will need to be borne by the Council and any associated loss of potential planning fee income should, however, be considered and balanced against the longer term benefits of facilitating significant and sustainable economic growth. There is also scope to mitigate the costs of LDO preparation and implementation, at least in part, by charging a fee for submissions seeking conformity with the LDO and its conditions. It is proposed that there is a fee for such compliance applications, and it should be based on the equivalent nationally set fees for Approval of Reserved Matters applications.

7.2 Legal Implications

Local Planning Authorities (LPA) can grant planning permission for development specified in an LDO. The legislative procedures that must be followed in order to bring forward and adopt an LDO are set out in sections 61A to 61D and Schedule 4A of the Town and Country Planning Act 1990, as amended, and Articles 38 and 41 of the Town and Country Planning (Development Management Procedure) (England) Order 2015. Schedule 4A(3) of the 1990 Act specifies that an LDO is of no effect unless it is adopted by resolution of the LPA.

7.3 Equalities Implications

A key reason for preparing an LDO is to deliver new development to help achieve the aims of the East Midlands Freeport. Inclusive growth is a key theme for the Freeport and the Government's intentions for its Freeport Policy, ensuring that, as far as possible, the Freeport brings benefits for all; levelling up the national economy and, as well as creating jobs, the focus is on the quality as well as the accessibility of those jobs.

7.4 Section 17 of the Crime and Disorder Act 1998 Implications

There are no crime and disorder implications associated with this report.

8. Link to Corporate Priorities

Quality of Life	The development of the Ratcliffe on Soar Power station site has the potential to benefit local residents' quality of life through the provision of new jobs and improved infrastructure, including blue and green infrastructure.
Efficient Services	-
Sustainable Growth	The development of the Ratcliffe site through an LDO could attract a significant number of new businesses and jobs. The order would need to set appropriate parameters and conditions to ensure that development is acceptable in planning and sustainability terms.
The Environment	The vision for the Ratcliffe site is to move towards becoming a zero-carbon technology and energy hub for the East Midlands. The emerging plans for the site have the potential to create jobs based around modern industrial and manufacturing uses, with sustainable onsite energy generation providing a local source of low carbon heat and power.

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) approves in draft the Ratcliffe on Soar Local Development Order and Statement of Reasons (Appendix 1), the LDO Design Guide (Appendix 2) and the LDO Parameter Plans (Appendix 3);
- b) approves the draft LDO Statement of Consultation (Appendix 4) and the publication of all supporting documents for the LDO;
- c) agrees that the draft Ratcliffe on Soar Local Development Order (LDO) and LDO supporting documents are published for consultation;

- d) agrees that, in conjunction with the consultation on the Ratcliffe on Soar LDO, views are sought on the decision-making and delegation arrangements for determining LDO Certificate of Compliance applications; and
- e) delegates authority to the Director for Development and Economic Growth, in consultation with the Cabinet Portfolio Holder for Planning and Housing, to make any necessary final minor textual, graphical, and presentational changes required to the draft Ratcliffe on Soar LDO prior to publication for consultation.

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Background papers available for Inspection:	Available at: https://www.rushcliffe.gov.uk/planningpolicy/ratcliffelocaldevelopmentorder <ol style="list-style-type: none"> 1. Draft Ratcliffe on Soar Local Development Order Illustrative Plans 2. Draft Ratcliffe on Soar Local Development Order Existing Plans 3. Draft Ratcliffe on Soar Local Development Order Environmental Statement 4. Draft Ratcliffe on Soar Local Development Order Transport Assessment 5. Draft Ratcliffe on Soar Local Development Order Site Wide Travel Plan Framework 6. Draft Ratcliffe on Soar Local Development Order Flood Risk Assessment 7. Draft Ratcliffe on Soar Local Development Order Assessment Surface Water Drainage Strategy 8. Draft Ratcliffe on Soar Local Development Order Utilities Strategy Report 9. Draft Ratcliffe on Soar Local Development Order Energy Strategy 10. Draft Ratcliffe on Soar Local Development Order Arboriculture Survey and Impact Assessment
List of appendices:	Appendix 1: Draft Ratcliffe-on-Soar Local Development Order and Statement of Reasons

	<p>Appendix 2: Draft Ratcliffe on Soar Local Development Order Design Guide</p> <p>Appendix 3: Draft Ratcliffe on Soar Local Development Order Parameter Plans</p> <p>Appendix 4: Draft Ratcliffe on Soar Local Development Order Statement of Community Involvement</p>
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RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



LOCAL DEVELOPMENT ORDER AND STATEMENT OF REASONS

JULY 2022



Rushcliffe Borough Council

Ratcliffe-on-Soar Local Development Order

Ratcliffe-on-Soar Local Development Order and Statement of Reasons

Reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002

| July 2022



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 283253-00

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Preface

This document is the Consultation Draft version of the Ratcliffe-on-Soar Local Development Order. Although it is written as the final version, it will be subject to revision to take into account feedback received following the period of statutory consultation and review prior to its adoption. In addition, there are sections that will need to be added or areas where it will be supplemented. This includes the outcome of the statutory consultation, for example, the conditions and mitigation measures that will be informed by feedback and requirements arising from the consultation.

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Abbreviations List

Abbreviation	Meaning
AOI	Area of Influence
ARMP:OMS	Archaeological Remains Management Plan: Outline Mitigation Strategy
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
D2N2 LEP	Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership
EA	Environment Agency
ECoW	Ecological Clerk of Works
EIA	Environmental Impact Assessment
EM DevCo	East Midlands Development Company
EMAGIC	East Midlands Airport and Gateway Industrial Cluster
EMERGE Centre	East Midlands Energy Re-Generation Centre
EMGM	East Midlands Gateway Model
EMIP	East Midlands Intermodal Park
ES	Environmental Statement
EV	Electric Vehicle
FAQs	Frequently Asked Questions
GFA	Gross Floor Area
GNSP	Greater Nottingham Strategic Plan
GPDO	Town and Country Planning (General Permitted Development) (England) Order 2015
HGV	Heavy Goods Vehicle
HMA	Housing Market Area
HS2	High Speed Two
LDO	Local Development Order
LEP	Local Enterprise Partnership
LLA	Local Labour Agreement
LLEP	Leicester and Leicestershire Enterprise Partnership
LNR	Local Nature Reserve
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
MMP	Materials Management Plan

Abbreviation	Meaning
MP	Member of Parliament
NET	Nottingham Express Transit
NPPF	National Planning Policy Framework
PAS	Planning Advisory Service
PP	Phasing Plan
PPE	Personal Protective Equipment
PSTP	Plot Specific Travel Plan
PV	Photovoltaics
R&D	Research and Development
SCI	Statement of Community Involvement
SRMP	Soil Resource Management Plan
SSSI	Site of Special Scientific Interest
SWMP	Site Waste Management Plan
SWTP	Site Wide Travel Plan
SWTP	Site Wide Travel Plan Framework
TPC	Travel Plan Coordinator
WPAI	Written Programme of Archaeological Investigations
WSAI	Written Scheme of Archaeological Investigation

1. Introduction to the Ratcliffe-on-Soar Local Development Order

1.1 Purpose

The Ratcliffe-on-Soar Local Development Order (“the LDO”) grants planning permission for the redevelopment of the Ratcliffe-on-Soar Power Station Site (“the Site”).

1.2 Background

The use of Local Development Orders (LDOs) is recommended in national planning policy guidance as a means of simplifying and streamlining the planning process for certain sites and types of development which are specified by the Local Planning Authority (LPA). LDOs can create certainty for investors, speed up the planning process and accelerate delivery of development, whilst enabling the LPA to retain control over the future use and development. The Planning Advisory Service (PAS) has provided guidance on the formation of LDOs¹ and this guidance encourages LPAs and landowners to work together when preparing LDOs. The use of LDOs to bring forward development on Freeport sites is also encouraged.²

The decision to prepare an LDO for the Redevelopment of the Site (“the Proposed Development”) was approved by the Rushcliffe Borough Council (“the Council”) Cabinet in November 2021.³ The report to Cabinet states that the LDO is considered the best route to secure the reuse of those parts of the Site that will be redundant after decommissioning and demolition of the Ratcliffe-on-Soar Power Station and, concurrently, to provide planning certainty in time to enable new businesses to be operational by September 2026. This is currently the final date by which businesses must be operational in order to qualify for full Freeport benefits.

In developing the Ratcliffe-on-Soar LDO, the Council has worked collaboratively with Uniper, owner of the Site. This has enabled the preparation of an LDO which meets shared objectives for the Site, and which delivers on the transformational opportunity it represents for the economy of Rushcliffe, the region, and the UK as a whole. Ove Arup & Partners Ltd (“Arup”) has been engaged to support the Council in preparing the draft LDO, the associated documentation (listed in Appendix A) and the Environmental Statement (ES).

The Council, in exercise of the powers conferred by sections 61A–61D of and Schedule 4A to the Town and Country Planning Act 1990 (as amended),⁴ and pursuant to the Town and Country Planning (Development Management Procedure) (England) Order 2015,⁵ has prepared the LDO, which shall be known as the “Ratcliffe-on-Soar Local Development Order”.

1.3 Document Structure

The Ratcliffe-on-Soar LDO is separated into two Parts, for ease of use in interpreting the LDO and navigating the compliance process:

- Part 1 (Chapters 2 to 4) – sets out the development for which the Ratcliffe-on-Soar LDO grants planning permission, the conditions associated with any permitted development and the process which must be followed to achieve a Certificate of Compliance prior to the commencement of any development on any part of the Site; and

¹ <https://www.local.gov.uk/sites/default/files/documents/LDO%20Guidance%20Document%20March%202019.pdf>

² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/935493/Freeports_Bidding_Prospectus_web_final.pdf

³ <https://democracy.rushcliffe.gov.uk/documents/s9313/Local%20Development%20Order.pdf>

⁴ <https://www.legislation.gov.uk/ukpga/1990/8/contents>

⁵ <https://www.legislation.gov.uk/uksi/2015/595/contents/made>

- Part 2 (Chapters 5 to 7) – sets out the wider context for the Ratcliffe-on-Soar LDO, the Statement of Reasons, the strategic and planning policy considerations, and other items required by the legislation and LDO regulations.

Part 1 is structured as follows:

- Chapter 2 sets out the development for which the Ratcliffe-on-Soar LDO grants planning permission;
- Chapter 3 sets out the conditions imposed on any development permitted by the LDO, to ensure that it is acceptable in planning and procedural terms; and
- Chapter 4 outlines the process which prospective occupiers wishing to undertake development permitted by the LDO will have to follow to achieve a Certificate of Compliance, prior to the commencement of development.

Part 2 is structured as follows:

- Chapter 5 sets out the LDO background, purpose and principles, explains the legislative context for the preparation and adoption of an LDO, including requirements for non-statutory and statutory consultation;
- Chapter 6 provides a detailed description of the existing Ratcliffe-on-Soar Power Station Site (“the Existing Site”), including its current operational uses, the surrounding context, and its environmental conditions; and
- Chapter 7 sets out the Statement of Reasons which comprises the strategic case for adoption of the LDO.

The Appendices are structured as follows:

- Appendix A provides a list of the proposed LDO documents and supporting documents;
- Appendix B provides a copy of the Application Form for a Certificate of Compliance; and
- Appendix C provides a Schedule of Mitigation Requirements and guidance for the production of the Transport and Biodiversity Mitigation Strategy.

LDO PART 1

Permitted Development

2. Ratcliffe-on-Soar LDO

This Order is adopted by the Council under the powers conferred on it as the LPA by sections 61A–61D of and Schedule 4A to the Town and Country Planning Act 1990 (as amended) (“the Act”) and pursuant to the Town and Country Planning (Development Management Procedure) (England) Order 2015 and shall be known as the “Ratcliffe-on-Soar Local Development Order” [*Text to be added at Formal Adoption*].

2.1 The Site

The Site which will be the subject of the LDO is demarcated by the red line boundary in Figure 1. This is indicated on the Site Location drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0001) and LDO Boundary drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0002) prepared alongside the LDO. The Site comprises approximately 265 ha extending north and south of the A453.

The land north of the A453 (the Northern Area) amounts to 155 ha and forms the operational premises of the Power Station. This currently includes coal stock yards, turbine-generators, cooling towers, transformers and other infrastructure related to the Power Station. Site offices, training facilities (Uniper Engineering Academy) and a Research & Development centre (Uniper Technologies) are located in this area. Some land on the north-eastern periphery is used for agricultural purposes.

The land south of the A453 (the Southern Area) amounts to 110 ha and is partly used for agriculture and woodland. It also includes the Winking Hill Ash Disposal Site, a permitted waste disposal facility for inert fly ash – a by-product of coal combustion arising from the operation of the power station. Permitted activities to extract and reprocess ash for external use in construction are currently undertaken in localised areas. High-voltage overhead and underground electricity cables also cross this area.

A large portion of the Site is included within the East Midlands Freeport,⁶ which was announced as a successful Freeport bid by the UK Government in March 2021 and gained formal Freeport tax site designation on 22 March 2022. The Government has set out an ambitious programme for Freeports and expects significant development to have been delivered by the end of September 2026. The Freeport boundary is shown in Figure 3 within Section 7.3 of this document.

The Site is also included within the East Midlands Development Company,⁷ which is described within Section 7.3.

The Site is located within the administrative boundary of Rushcliffe Borough Council, and the whole Site sits within the Nottingham–Derby Green Belt. Uniper is the landowner of the Site.

⁶ <https://www.emfreeport.com/>

⁷ <https://www.emdevco.co.uk/>

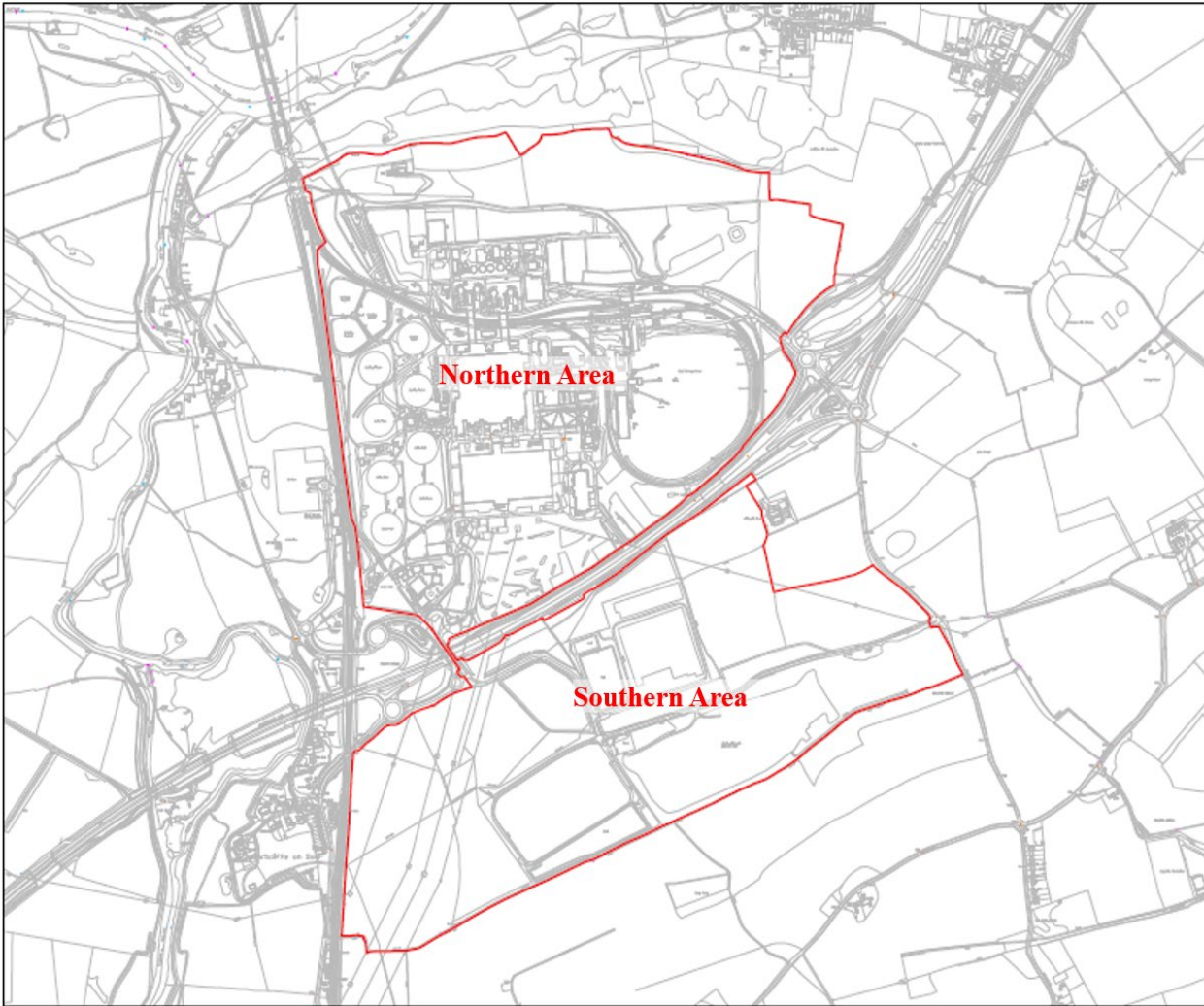


Figure 1 – Ratcliffe-on-Soar LDO site boundary

2.2 Description of Development

The Proposed Development comprises the following types of land uses, and associated quantum of development consented by the LDO:

“New development comprising

i) the erection of buildings up to a maximum gross floor area (GFA) of 810,000 m² to accommodate the following uses:

- *Energy Generation & Storage;*
- *Advanced Manufacturing & Industrial (Class E(g)(iii) & B2);*
- *Data Centre;*
- *Logistics (Class B8) up to a maximum of 180,000 m² (GFA) on the Northern Area only;*
- *Research & Development & Offices (Class E(g) (i) & (ii));*
- *Education (Skills and Training) (Class F1(a)), and;*
- *Community hub providing complementary services and uses primarily for the occupiers of the Site, including an active travel mobility centre, small scale retail (Class F2(a)), one café/bar (Class E(b)), one hot food takeaway (sui generis), a creche or children’s nursery (Class E (f)), a gym or fitness facility (Class E (d)) and one hotel not exceeding 150 beds (Class C1).*

ii) up to 10 ha of ground-mounted solar power generation within Plot B only.

Together with associated infrastructure including energy distribution and management infrastructure, utilities and associated buildings and infrastructure, digital infrastructure, car parking, recycling facilities, a site-wide sustainable water management system and associated green infrastructure, access roads and landscaping.

The development permitted by the LDO also includes any operations or engineering works necessary to enable the development of the Site, including:

- *excavation, and earthworks,*
- *the formation of compounds for the stockpiling, sorting and treatment of excavated materials,*
- *import of material to create development platforms,*
- *piling, and any other operations or engineering necessary for site mobilisation,*
- *temporary office and worker accommodation, and*
- *associated environmental, construction and traffic management.”*

2.3 LDO Parameters and Design Guide

The Proposed Development is defined by Description of Development in Section 2.2, the LDO Design Guide and the Parameter Plans, which set out the acceptable location and distribution of development across the Site. The Parameter Plans form the basis of the Environmental Statement and are further described in the LDO Design Guide. Each of the plans drawing references can be found in Appendix A.

The following plans set out the parameters within which future development must fit:

- Development Plots – showing maximum plot coverage, car parking and landscaping requirements;
- Access and Circulation – showing routes for principal highways, railways (both the existing freight line to be retained and Network Rail infrastructure), cycleways, Public Rights of Way and footways;
- Strategic Infrastructure Zones – showing the location of strategic infrastructure across the Site;
- Permitted Uses – plan, indicating where specified uses can be located;
- Strategic Landscape – site-wide landscape and ecology areas, buffers, waterbodies, green corridors;
- Maximum Heights – detailing the maximum building height in development plots;
- Rail Information – showing details around the retained rail freight line;
- Proposed Site Levels; and
- Site Sections.

The Design Guide is intended to inform and support the process of preparing an Application for a Certificate of Compliance under the LDO. It sets out broad Design Principles that will be applied by the Council when assessing compliance applications and will help to ensure that such applications deliver the outcomes aligned to the vision and objectives of the LDO and also assist in a timely and efficient determination of such applications by the Council.

Other design considerations included within the Design Guide present further opportunities to strengthen placemaking, ensure that the development is an attractive place to work and responds positively to its surrounding landscape and nearby communities. A full list of the LDO documentation can be found in Appendix A.

2.4 Development Permitted by the LDO

The LDO came into force on <<insert date on which the LDO is made>> and, subject to the Secretary of State or the Council’s power to revoke or modify the LDO, will remain in force for a period of 25 years from that date. The uses permitted by the Ratcliffe-on-Soar LDO are set out in Table 1.

Table 1 – Uses Permitted under the LDO

Use Class	Definition	Limitations	Indicative Use Relating to LDO
Sui Generis	Energy Generation and Storage	Maximum 10 ha of ground-mounted solar power generation within Plot B only; excludes wind generation.	Hydrogen production, solar power generation including rooftop solar, energy storage technology
B2 & E (g) (iii)	Advanced Manufacturing and Industrial Uses		Advanced manufacturing and industrial uses such as ‘gigafactories’ for electric vehicle or battery manufacture, providing high-quality / highly skilled jobs, decarbonisation technology to support transition to net zero or taking advantage of co-location to allow energy to be used more efficiently
B8/Sui Generis	Data Centre		
B8	Logistics, Storage or Distribution	Total logistics floorspace not to exceed 180,000 m ² GFA and restricted to the Northern Area only.	Logistics, storage and distribution with access to the rail freight siding
E(g) (ii)	Research and Development		R&D facility, potentially partnered with a university or similar
E(g) (i)	Offices		
F1 (a)	Learning and non-residential institutions		Skills and training education at Further/Higher level
F2 (a)	Local Community Uses	Maximum 280 m ²	Small scale retail, providing essential goods primarily for site users
C1	Hotels	1 hotel limited to maximum 150 rooms, with small ancillary meeting rooms	Hotel and ancillary meeting facilities
E(b)/E(f)/E(d) Sui Generis	Complementary Service uses	Primarily for site users. Food and beverage. Maximum 1 × Café/ Bar, 1 × creche/nursery, 1 × gym/fitness centre and 1 × hot or cold food takeaway.	Café / coffee shop, creche/day nursery, gym/fitness centre Active travel mobility centre Travel hub(s) / bike hire, visitor centre / hall, central security / estate maintenance, station entrance building

The Ratcliffe-on-Soar LDO grants planning permission for development as described in Section 2.2, subject to the Permitted Uses Parameter Plan (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0014) which sets out where specified uses can be located within the Site.

The Design Guide identifies design principles and a set of characteristics that must be demonstrated by all prospective occupiers of the Site in order for their Application for a Certificate of Compliance to be accepted. Importantly, this includes a description of acceptable uses as set out in Design Principle LU6 and requires potential development to meet at least one of the following characteristics:

- 1) Provide high quality employment, well paid, highly skilled jobs;
- 2) Produce the technology needed to deliver the net-zero transition;
- 3) Produce, store and manage low-carbon and green energy;
- 4) Businesses with high power or heat demands – where co-location allows energy to be used more efficiently;
- 5) Modern industrial and/or logistics facilities applying high-tech processes to improve efficiency;
- 6) Promote cross-fertilisation of ideas and innovation through education or training; and
- 7) Provide complementary services primarily to support the occupiers of the Site.

The development permitted by the LDO also includes any operations or engineering works necessary to enable the development of the Site, including:

- excavation, and earthworks;
- the formation of compounds for the stockpiling, sorting and treatment of excavated materials;
- import of material to create development platforms;
- piling, and any other operations or engineering necessary for site mobilisation;
- temporary office and worker accommodation; and
- associated environmental, construction and traffic management.

In addition, the development permitted by the LDO also includes associated infrastructure, including:

- energy distribution and management infrastructure;
- utilities infrastructure and associated buildings;
- digital infrastructure;
- car parking; and
- a site-wide sustainable water management system and associated green infrastructure, internal access roads and landscaping.

2.5 Minor Operations permitted by the LDO

In addition to the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (GPDO),⁸ or any order revoking and/or re-enacting that Order with or without amendment, the LDO permits minor operational developments where it amounts to development under planning legislation and takes effect on completion of the permitted development under the terms outlined in Section 2.4.

Minor operational development which would be permitted by the LDO is:

- Changes to external appearance of existing buildings (with the exception of those facades described in Design Principle A9 of the Design Guide and associated key criteria), including recladding, alterations to doors and windows;
- Changes to access to buildings;
- Reorganisation but not reduction of vehicle parking spaces;

⁸ <https://www.legislation.gov.uk/ukxi/2015/596/schedule/2/part/2/made>

- Provision of cycle parking;
- Provision of covered bin stores and recycling facilities;
- Installation of small electrical substations up to 29 m³;
- Installation of a means of enclosure (wall or fencing) up to 4 m in height; and
- Utility installation serving the development (e.g. provision of electricity, water, sewerage and communications infrastructure) carried out on, in, under or over that land or on land adjoining it.

2.6 Other Consents

This LDO removes the requirements to obtain express planning permission to undertake development within the LDO's prescribed uses and parameters, set out in Sections 2.2 to 2.5, but would not remove the requirement to obtain other statutory consents including, but not limited to, Advertisement Consent, demolition consent, consents under highways legislation, consent to divert a Public Right of Way, Building Regulations approval, environmental licensing and permitting, and Health and Safety Executive consents. It will remain the responsibility of the developer and future occupiers to ensure that all other statutory requirements are met.

3. Conditions

3.1 Introduction

The LDO includes planning conditions to ensure that any development is acceptable in planning and procedural terms. The conditions complement and sit alongside a Schedule of Mitigation Requirements which is integral to the compliance process, and which has been informed by the findings of the Environmental Statement and the Transport Assessment. The Mitigation Requirements are included within Appendix C.

The planning conditions imposed by the LDO are set out in Table 2. As part of the completion of an application for a Certificate of Compliance, each applicant will be required to confirm and demonstrate that they have complied with the conditions through completion of the table within Section 9 of the Certificate of Compliance Application, located in Appendix B of this LDO.

Table 2 – List of conditions

No	Condition	Reason
1.	<p>The LDO and the terms within it will be active for a period of 25 years following the day of its adoption and will expire following this period. The Council will review progress with the LDO on the 3rd anniversary of its adoption and at 5 yearly intervals thereafter, to be able to fully reflect on the continued suitability of the LDO in the light of any changes to planning policy and market conditions. The review will be completed within 28 days of the review anniversary and at the end of the review the Council will determine whether to:</p> <ul style="list-style-type: none"> • Retain the LDO as it stands for the remaining years of its life; • Retain the LDO but revise some elements / provisions of the LDO; or • Revoke and cancel the LDO. <p>Development which has a valid Certificate of Compliance at the time of any revision or revocation may be commenced under the provisions of the LDO up to 3 years from the date of revocation or revision.</p>	<p>In order that the economic benefits of the LDO can be secured and that the development coming forward reflects the original objectives and purposes of the LDO.</p>
2.	<p>The development hereby permitted must not be commenced in relation to any part of the Site until an Application for a Certificate of Compliance for the development of that part of the Site has been submitted to the Council (in accordance with Appendix B of this LDO) and a Certificate of Compliance has been issued in respect of that development by the Council.</p>	<p>To enable the development proposals to be fully assessed in line with the vision, aims and objectives of the LDO and its supporting documents including the Design Guide, Transport Assessment and Environmental Assessment.</p>
3.	<p>All development permitted by this LDO must be carried out strictly in accordance with all of the following:</p> <ul style="list-style-type: none"> • the criteria and conditions set out within the LDO and all of its accompanying Parameter Plans and Design Guide; • the Certificate of Compliance Application Form and all of its accompanying documents; and • the conditions contained within any Certificate of Compliance issued by the Council. 	<p>To ensure high-quality sustainable development, in line with the aims and objectives of the LDO.</p>
4.	<p>Not less than 14 days prior to the commencement of development on that part of the site, an LDO Commencement Notice shall be submitted to the Council.</p>	<p>To enable the monitoring of development and the effective implementation of the LDO.</p>
5.	<p>Prior to the first submission of an application for a Certificate of Compliance, a Transport and Biodiversity Mitigation Strategy shall be submitted to and approved in writing by the Council.</p> <p>This should demonstrate how the measures contained within the Schedule of Mitigation Requirements at Appendix C of this LDO</p>	<p>To ensure that there is an appropriate mechanism in place for securing the delivery of the mitigation measures necessary to address the impacts of the development over the course of its construction and operation and to ensure that</p>

No	Condition	Reason
	<p>will be delivered in a progressive manner alongside the phased development of the whole Site.</p> <p>The Approved Transport and Biodiversity Mitigation Strategy must be updated and submitted with each Certificate of Compliance Application to demonstrate that the appropriate mitigation is being delivered and/or to reflect a material change in circumstances.</p> <p>All development carried out within the Site must be in accordance with the Approved Transport and Biodiversity Mitigation Strategy.</p>	<p>mitigation to be delivered alongside the phased delivery of the development.</p>
6.	<p>No building that results in the total quantum of development on the Site exceeding 610,000 m² GFA, or which generates in excess of 560 vehicle trips to the development in the morning peak period (08.00 to 09.00), may be occupied until the M1 Junction 24 improvement works identified in the Transport Assessment (or other mitigation measures agreed with the Council and National Highways) have been implemented or an agreement is in place between the developer and the relevant highway authority for the delivery of these works.</p>	<p>To ensure that the required transport mitigation measures are delivered at the appropriate time to address the impacts from the development that are identified in the Transport Assessment prepared to support the preparation of the LDO.</p>
7.	<p>The development hereby permitted must not be commenced in relation to any part of the Site until a Code of Construction Practice (CoCP) for that development has been submitted to and approved in writing by the Council. The CoCP must address all construction impacts identified in the Environmental Statement and as summarised in Table C in Appendix C of this LDO. The development shall only be carried out in accordance with the approved CoCP.</p>	<p>To ensure that the impacts arising from the construction of development permitted by this LDO are appropriately managed and controlled.</p>
8.	<p>The development hereby permitted must not be commenced in relation to any part of the Site and there must not be any preparatory operations in connection with the development carried out on any part of the Site (including site clearance works, fires, soil moving, temporary access construction and/or widening, or any operations involving the use of motorised vehicles or construction machinery) until an Archaeological Remains Management Plan: Outline Mitigation Strategy (ARMP:OMS) has been submitted to and approved in writing by the Council.</p> <p>The ARMP:OMS must outline the archaeological mitigation that is required in respect of each plot or development area within the Site and include provision for the monitoring of each plot or development area by a suitably qualified archaeologist or archaeological organisation as development is undertaken. The ARMP:OMS must be updated with each application for a Certificate of Compliance to reflect the understanding of the archaeological potential of the Site as development progresses.</p> <p>All applications for a Certificate of Compliance submitted under this LDO in respect of a specific plot or development area must include a Written Scheme of Archaeological Investigation (WSAI) which, as a minimum, must include a desk based assessment of the plot or development area. The WSAI must be prepared by a suitably qualified archaeologist or archaeological organisation and identify the extent and significance of any archaeological items or features that might be affected by the development of the plot or development area and propose a mitigation strategy for such items or features (i.e. preservation by record, preservation in situ or a mix of these elements), having regard to the latest version of the ARMP:OMS. If the WSAI identifies a potential for archaeology within the plot or development area, then development within that plot or area must not be commenced and there must not be any preparatory operations in connection with the development of that plot or area (including demolition, site clearance works, fires, soil moving, temporary access construction and/or widening, or any operations involving the use of motorised vehicles or construction machinery) until a Written Programme of Archaeological Investigations (WPAI) has been submitted to and approved in writing by the Council. The WPAI must include the following:</p>	<p>To ensure that the impacts arising from the construction of development permitted by this LDO are appropriately managed and controlled</p>

No	Condition	Reason
	<ul style="list-style-type: none"> • a methodology for site investigation and recording of archaeological items and features; • a timetable for carrying out such investigations on the site; • a programme for post investigation assessment; • provision for the analysis of the site investigations and recordings; • provision for the publication and dissemination of the analysis and records of the site investigations; • provision for the archive deposition of the analysis and records of the site investigation; and • nomination of the qualified archaeologist or archaeological group who will undertake the works set out in the WPAI. <p>The development of the plot or development area must be carried out and completed in accordance with the approved WSAI and any WPAI.</p> <p>The development of the plot or development area must not be occupied or first brought into use until a written report detailing the results and post investigation assessments of any archaeological works that have been undertaken on the plot or development area has been submitted to and approved in writing by the Council.</p>	
9.	<p>The development hereby permitted must not be commenced on any part of the Site until a Local Labour Agreement (LLA), for the Site's construction phase(s), has been submitted to and approved in writing by the Council. The LLA must show how opportunities for people living in the locality, including employment, apprenticeships and training, will be provided throughout the construction phase(s) of the Site. All development of specific plots or development areas within the Site must be carried out in accordance with the approved LLA.</p>	<p>In order to maximise the economic benefits to the local community.</p>
10.	<p>Prior to any development within any part the Site being occupied or first brought into use, a Site Wide Travel Plan (SWTP) must be submitted to and approved in writing by the Council. The SWTP must be informed by and incorporate the measures included in the Site Wide Travel Plan Framework document prepared in support of the LDO and must make provision for the appointment of a Site Wide Travel Plan Coordinator along with arrangements for monitoring and review of the SWTP.</p> <p>All applications for a Certificate of Compliance submitted under this LDO in respect of a traffic generating use of a specific plot or development area must include a Plot Specific Travel Plan (PSTP). The PSTP must be based upon the approved SWTP, with a monitoring regime to achieve preliminary modal shift targets and supporting mechanisms for securing additional sustainable transport measures. The development must be operated in accordance with the approved PSTP and SWTP.</p>	<p>In order to ensure that the development includes measures to encourage reduced dependency on the private car as a mode of travel.</p>
11.	<p>The development hereby permitted must not be commenced in relation to any part of the Site until a Phasing Plan (PP) has been submitted to and approved in writing by the Council. The PP must set out a programme and methodology for the phased delivery of each of the specific development plots, the on-site strategic transport provision, landscaping, infrastructure and utilities.</p> <p>The PP must be updated and submitted with each application for a Certificate of Compliance submitted under this LDO to demonstrate that the appropriate sitewide infrastructure is being delivered as required and/or to reflect a material change in circumstances. The development must be carried out in accordance with the approved PP.</p>	<p>To secure the appropriate and timely delivery of essential infrastructure and services required to bring forward the development.</p>

3.2 Alignment of the Environmental Statement, Transport Assessment and Schedule of Mitigation Requirements

The Environmental Statement identifies the potential environmental effects arising from the Proposed Development that should be mitigated as part of any development permitted by the LDO. Further details can be found in Appendix 20-1: Mitigation and Commitments Register in Volume 4 of the ES. The Transport Assessment identifies mitigation measures necessary to address transport impacts arising from the development; the proposed measures are set out in Section 8 of the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003).

The mitigation measures identified in the Environmental Statement and in the Transport Assessment will be secured through:

- Submission of drawings and documents required with each Certificate of Compliance application and listed in the Submission Checklist within Appendix B;
- Through subsequent submission of any details required by the conditions listed in Table 2, including submission of a Transport and Biodiversity Mitigation Strategy aligned with the requirements of the Appendix C of the LDO;
- Applications for a Certificate of Compliance must also set out the specific mitigation measures that will be delivered as part of the Proposed Development; and
- Through relevant conditions applied to approved Certificates of Compliance.

3.3 Biodiversity Net Gain

Habitat compensation is proposed to be delivered through a Transport and Biodiversity Mitigation Strategy that shall be submitted and approved through the application for a Certificate of Compliance process. The Strategy can be updated as each application is submitted in order to monitor the delivery of mitigation and ensure mitigation is delivered progressively as the development proceeds.

An assessment of the existing BNG Baseline, including a condition assessment, has been undertaken and the DEFRA BNG Metric 3.1 utilised to calculate the BNG units on the existing site. Based on the aspiration to achieve a 10% Net Gain in Biodiversity following completion of the development the following BNG units would be required:

- Habitat units = 974 units
- Hedgerow units = 45 units
- River units = 17 units

As part of the Transport and Biodiversity Mitigation Strategy incorporated in the Certificate of Compliance process, the Developer shall confirm how these BNG units are to be provided. The following hierarchy should be applied when providing BNG units, and Developers should provide evidence as to how they have applied this hierarchy to determine the BNG units they will provide as part of their Certificate of Compliance Applications. A financial contribution will only be accepted after the Council is satisfied that all other options have been explored:

- 1) BNG units to be provided on-site (for example areas of strategic landscaping, soft landscaping within development plots and green roofs on buildings)
- 2) BNG units to be provided off-site with management agreement for 30 years via:
 - 2.1) Provision of BNG units on land elsewhere in Rushcliffe Borough and/or nearby through agreement with a third party.
 - 2.2) Funding provided to a third party to provide BNG units elsewhere in Rushcliffe Borough and/or nearby.
 - 2.3) Provision under landowner national scheme

- 2.4) Payment to a private BNG provider.
- 3) Other environmental mitigation proposals⁹ as agreed with the Council may be implemented. Such proposals shall be equated to BNG units using the ratio “cost of works divided by £20,000¹⁰ = 1.25 BNG units”
- 4) A financial contribution in lieu of BNG payable to the Local Authority. The sum payable shall be calculated using the rate 1 BNG Unit = £20,000.¹¹

3.4 Delivery of Mitigation

The mitigation requirements can be delivered in a number of ways and the LDO is not prescriptive in this regard. For example, some mitigation measures could be delivered by a “master-developer”, with others being delivered by individual “plot-developers”. Some measures may also be delivered through the Local Authority or via the East Midlands Freeport or the East Midlands Development Company using public monies allocated to bring forward development or infrastructure (e.g. Freeport seed capital funding and/or retained rates). It is anticipated that the mitigation will be delivered over time, potentially linked to the development of individual plots or parts of the Site. The Transport and Biodiversity Mitigation Strategy should set out proposals for how and when the mitigation measures will be delivered.

Mitigation which is to be delivered on-site must be detailed in drawings, design information and other documents submitted with Applications for Compliance Certificates. These measures may be approved through issuing of a Certificate of Compliance by the Council, which may include further conditions to ensure the mitigation is delivered at the appropriate time.

Some mitigation measures, for example highway improvements and some biodiversity mitigation, may need to be provided off-site, or a financial contribution may be made in lieu of such mitigation. If such measures are to be provided off-site or funded by a developer, the Council will require certainty from the developer that these can and will be delivered. If such off-site measures or financial contributions cannot be delivered, then the Council will not issue a Certificate of Compliance under this LDO. In those circumstances the developer may choose to submit a planning application for the development instead.

Whilst a Section 106 Agreement or Unilateral Undertaking (“S106”) planning obligation cannot be required under an LDO, a developer may offer a S106 planning obligation or undertaking with an Application for a Compliance Certificate as a mechanism to secure the delivery of off-site mitigation that the developer proposes to provide. Potential items covered by a S106 include the following:

- Transport infrastructure (including footpaths, bridleways, cycleways and roads);
- Public transport (including services and facilities);
- Travel behavioural change measures (including travel plans, marketing and promotion); and
- Green infrastructure and other off-site biodiversity improvements to achieve a net gain in biodiversity from the Proposed Development.

This is not an exhaustive list and other S106 obligations may be appropriate to meet the mitigation requirements arising from the Environmental Impact Assessment and Transport Assessment.

Developers may also submit alternative proposals to provide certainty to the Council that the mitigation measures identified will be delivered in accordance with the latest version of the Transport and Biodiversity Mitigation Strategy.

⁹ Through consultation, the opportunity to provide a Fish Pass at Thrumpton Wier (River Trent) has been identified. Delivery of this Fish Pass (and similar interventions) is considered appropriate environmental mitigation as is encouraged by the Council. Whilst such interventions are not captured in DEFRA’s Biodiversity Metric tool, they may be equated to BNG units based on project value.

¹⁰ Value to be reviewed by the Local Planning Authority at each review in accordance with LDO condition 1.

¹¹ Value to be reviewed by the Local Planning Authority at each review in accordance with LDO condition 1.

Developers should discuss the mitigation they propose to deliver and how it will be delivered as part of their pre-application discussions with the Council. If appropriate, developers should provide a signed S106 or Unilateral Undertaking under S106 as part of an Application for a Certificate of Compliance.

4. Procedure

4.1 Introduction

This chapter outlines the process which occupiers wishing to undertake LDO permitted development will have to follow. It outlines the steps required by occupiers to ensure that their proposed development meets the requirements of the LDO.

Any planning permissions that have been secured prior to the implementation of this LDO, such as the EMERGE Centre, can continue to be implemented under their respective consenting regime. Similarly, the LDO does not prevent a potential developer from submitting a planning application within the Site and this would be determined in the usual way, with the LDO forming a material consideration.

All development on the Site, seeking approval under the terms of the LDO, must follow the process described in the following paragraphs.

4.2 Pre-application Engagement with LPA

Prior to submitting an Application for a Certificate of Compliance, pre-application engagement by applicants offers significant potential to improve both the efficiency and effectiveness of the development proposal and improve the quality of applications. It is strongly recommended that all applicants enter into a meaningful pre-application dialogue with the Council and allow sufficient time to prepare a robust submission. Failure to do so could mean the issuing of a Certificate is delayed or even refused.

Depending on the scale and complexity of the proposal, Officers will consult with Members and relevant statutory authorities to collate comments and obtain advice before responding.

The Council will aim to respond to pre-application enquiries within 21 days. However, more complex proposals, or those requiring consultations or a site visit, may take longer to assess. If the Council requires further information to make an assessment, it will seek to agree a reasonable additional timescale with the applicant.

The applicant can submit an email with any plans and details as an attachment to planningandgrowth@rushcliffe.gov.uk or post to Planning & Growth, Rushcliffe Borough Council, Rushcliffe Arena, Rugby Road, West Bridgford, Nottingham, NG2 7YG.

Alongside this, a fee for pre-application advice payment will be required, which is calculated according to the overall quantum of permitted development that is being sought under the Ratcliffe-on-Soar LDO, in accordance with the equivalent fees set out in the Council's 'Schedule of fees for pre-application advice'¹² applicable at the time of the request being made.

4.3 Process of Conformity with the Ratcliffe-on-Soar LDO

It is a requirement that potential developers and occupiers complete an Application Form for a Certificate of Compliance and obtain a Certificate from the Council prior to commencement of development. This is to ensure high-quality, sustainable development, in line with the aspirations and objectives of the LDO. The Certificate of Compliance Application Form will also enable the Council to assess the proposals in line with the LDO Parameter Plans and Design Guide.

A completed Certificate of Compliance Application Form (see Appendix B) shall be submitted to the Council, along with the necessary accompanying documents (as set out in the Certificate of Compliance Application Form) and payment of the application fee, which will be as published by the Council.

The determination and delegation procedure will follow the process as set out in the Council's constitution. A determination period of up to 8 weeks will apply to any applications under the LDO, following which the

¹² <https://www.rushcliffe.gov.uk/planningandgrowth/applyingforplanningpermission/pre-applicationadvice/>

Council shall issue a Certificate of Compliance, provided the proposed development is acceptable and therefore permitted under the LDO.

If the Council requires further information to make an assessment as to compliance, it will seek to agree a reasonable additional timescale with the applicant, setting out clearly the need for additional information.

It is acknowledged that, as with any planning process, there are matters that are clear and factual, for example whether a use fits into the description of development permitted by the LDO. In other cases, an element of judgement or interpretation may need to be applied by Council officers in determining compliance, for example in the case of design principles set out in the Design Guide. The exercise of judgement will include cases where a development might not strictly meet one or more criteria but where, overall, the development is deemed to be acceptable and broadly in compliance with the LDO.

If the application is not considered to be in accordance with the requirements of the LDO, a Certificate of Compliance will not be issued, and the development will not be permitted. This does not prejudice the ability of the applicant to submit a planning application pursuant to S57 of the Town and Country Planning Act (1990), which would be scrutinised and assessed separately by the Council. However, the Ratcliffe-on-Soar LDO would be a material consideration in the determination of such an application.

If development purportedly permitted under the LDO takes place and is subsequently found to not accord with the requirements of the LDO, this could be subject to planning enforcement action by the Council.

4.4 Process for Confirming Permitted Development

A simple flow chart setting out an indicative process for the preparation and submission of Certificate of Compliance Application is set out in Figure 2 to support applicants in the preparation of compliance applications.

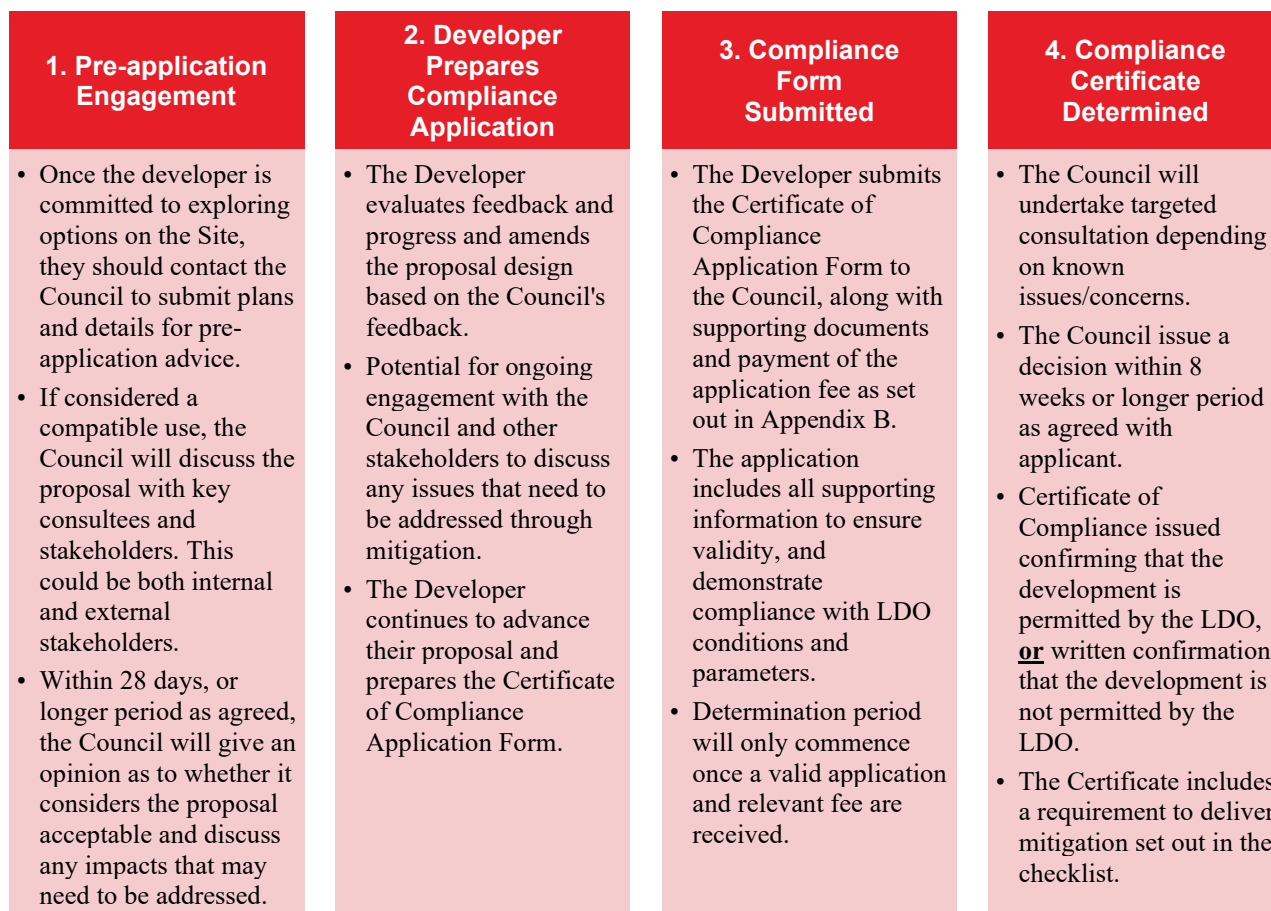


Figure 2 – Ratcliffe-on-Soar LDO Compliance Process Flow Diagram

LDO PART 2

Planning Considerations

5. LDO Context

5.1 LDO Background

The Ratcliffe-on-Soar Local Development Order (“the Ratcliffe-on-Soar LDO”) grants planning permission for the Redevelopment of the Ratcliffe-on-Soar Power Station Site (“the Proposed Development”).

The use of LDOs is recommended in national planning policy as an effective means of simplifying and streamlining the planning process for certain sites and types of development which are specified by the Local Planning Authority (LPA). LDOs can create certainty for investors, speed up the planning process and accelerate delivery of development, whilst enabling the LPA to retain control over the future use and development. Government guidance encourages LPAs and landowners to work together when preparing LDOs and encourages the use of LDOs to achieve planning permission on Freepoint sites.

5.2 Legislative Context and Requirements

The legislative procedures that must be followed in order to bring forward and adopt an LDO are set out in:

- Sections 61A to 61D and Schedule 4A of the Town and Country Planning Act 1990,¹³ as amended, and;
- Articles 38 and 41 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.¹⁴

LDOs cannot grant planning permission for development:

- That affects a listed building;
- That is within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations, 2017;¹⁵ and
- Where following an appropriate assessment it is determined that it would have adverse effects on the integrity of a protected European Site or European Offshore Marine Site (as the case may be) (see the Conservation of Habitats and Species Regulations 2017,¹⁶ amended by the Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018).¹⁷

LDOs do not remove the need to comply with other legislation, such as the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. As the development proposed to be brought forward under an LDO falls under Schedule 2 of those regulations, an Environmental Impact Assessment (“EIA”) has been prepared and mitigation required under the provisions of this LDO has been informed by the Environmental Statement. Similarly, if other consents are required such as to divert a Public Right of Way, these must be secured in addition to the LDO compliance process and prior to development taking place.

The legal procedures for making an LDO are set out in Appendix 1 of the Planning Advisory Service (PAS) guidance.¹⁸ It details the legal responsibilities and timeframes for bringing forward an LDO for adoption. PAS guidance incorporates the relevant legislative and legal obligations into one place to assist LPAs in producing compliant LDOs.

¹³ <https://www.legislation.gov.uk/ukpga/1990/8/contents>

¹⁴ <https://www.legislation.gov.uk/uksi/2015/595/contents/made>

¹⁵ https://www.legislation.gov.uk/uksi/2017/571/pdfs/uksi_20170571_en.pdf

¹⁶ https://www.legislation.gov.uk/uksi/2017/1012/pdfs/uksi_20171012_en.pdf

¹⁷ <https://www.legislation.gov.uk/uksi/2018/1307/contents/made>

¹⁸ <https://www.local.gov.uk/pas/delivery/local-development-orders/local-development-orders>

5.3 Statutory Consultation

It is a statutory requirement that LDOs are the subject of local consultation. The LDO consultation procedures are set out in Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order (2015), with key requirements detailed as follows.

LDO preparation

Articles 38 (1) states:

“Where a local planning authority propose to make a local development order they must first prepare:

- (a) a draft of the order; and*
- (b) a statement of their reasons for making the order.”*

Article 38 (2) states:

“The statement of reasons must contain—

- (a) description of the development which the order would permit; and*
- (b) a plan or statement identifying the land to which the order would relate”*

Consultees

Article 38 (3) states:

“Where a local planning authority have prepared a draft local development order, they must consult, in accordance with paragraph (5), such of the following persons whose interests the authority consider would be affected by the order if made”

Article 38 (4) states:

“The local planning authority must also consult any person with whom they would have been required to consult on an application for planning permission for the development proposed to be permitted by the order.”

Consultation methods

Articles 38 (5) states:

“In consulting in accordance with paragraphs (3) and (4) the local planning authority must—

- (a) send a copy of the draft order and the statement of reasons to the consultees;*
- (b) specify a consultation period of not less than 28 days; and*
- (c) take account of all representations received by them during the period specified.”*

Article 38 (6) states:

“A local planning authority must, during any consultation under paragraphs (3) and (4) —

- (a) make a copy of the draft local development order, the environmental statement and statement of reasons available for inspection—*
 - (i) at their principal office during normal working hours; and*
 - (ii) at such other places within their area as they consider appropriate;*
- (b) publish on their website—*
 - (i) the draft local development order, the environmental statement and the statement of reasons;*
 - (ii) a statement that those documents are available for inspection and the places where and times when they can be inspected; and*

(iii) the date by which representations on the draft local development order must be received, which must be not less than 28 days after the date of first publication on the website; and

(c) give notice by local advertisement of—

(i) the draft local development order, the environmental statement and the statement of reasons;

(ii) the availability of those documents for inspection, and the places where and times when they can be inspected; and

(iii) the date by which representations on the draft local development order must be received, which must be not less than 28 days from the date on which the notice was first published.”

Other

Article 38 (7) states:

“Where the draft local development order would grant planning permission for development specified in the order, the local planning authority must also give notice of their proposal to make the order—

(a) by site display in at least one place on or near to the site to which the order relates a notice in the appropriate form set out in Schedule 7 or in a form substantially to the same effect, and, subject to paragraph (8), leaving the notice in position for a period of not less than 28 days beginning with the date on which it is first displayed by site display; and

(b) by serving a copy of that notice on every person whom the authority knows to be the owner or tenant of any part of the site whose name and address is known to the authority,

and specifying in the notice a date by which representations on the draft local development order must be received, which must be not less than 28 days from the date on which the notice was displayed by site display or served, as the case may be.”

Article 38 (14) states:

“In this article, a requirement to give notice by local advertisement is a requirement to publish the notice in as many newspapers as will secure that the press coverage (taken as a whole) extends to the whole of the area to which the local development order relates.”

After the consultation

Article 38 (10) states:

“A local planning authority must, in considering what modifications should be made to the draft local development order or whether such an order should be adopted, take into account any representations made in relation to that order and received by the authority by the date specified on the website or in the notices, in accordance with paragraph (6) or (7) as the case may be, as the date by which representations should be made (or, if the dates on the website or in the notices differ from each other, the latest of such dates).”

This Section to be added following completion of Statutory Consultation.

The consultation included statutory consultees whose interests would be affected by the LDO, including the prescribed bodies and any person who would have been consulted on an application for planning permission.

Statutory consultation took place from XXXX to XXXX 2022. The LDO and accompanying supporting documents (e.g. Design Guide, Transport Assessment and Environmental Statement) were available for inspection at the Council’s Offices. The documents were also available on the Council’s Planning website.

Officers undertook consultation events on the draft LDO. This included:

Section XX has been prepared setting out the statutory consultation, the main issues raised, the Council’s response and identification of any changes required to the consultation.

5.4 Non-statutory Consultation

There are no requirements for non-statutory consultation when preparing and drafting an LDO. However, it is good practice to inform and engage with communities and stakeholders at an early stage in major redevelopment proposals. This is supported by the Planning Advisory Service Guidance on Local Development Orders, which states:

“Experience from the making of LDOs to date has demonstrated the benefits of early engagement with key stakeholders, including the community, on helping to inform the development of the LDO. This should also ensure that no unexpected issues arise at the formal consultation stage that could prejudice the delivery of the LDO.”

In addition, the Council’s Statement of Community Involvement¹⁹ (“SCI”) advocates consultation for certain types of development. It advises that during consultation, applicants are encouraged to involve the local community and stakeholders when preparing a proposal even if there is no statutory obligation to do so. Such engagement can be beneficial to both the promoter / applicant and the community, as it can foster transparency and enable proposals to respond to local needs and expectations.

While an LDO is not a planning application, the principles within the Council’s SCI set out are considered relevant to an LDO’s preparation.

The document also contains guidelines for developers to follow when consulting on planning applications within the administrative boundaries of the Council.

The Statement of Community Involvement identifies the principal aims of consultation relating to planning applications as the following:

“Actively encourage and hold pre-application discussions with prospective applicants whatever the scale of development proposed. For the larger proposals or those which may give rise to local controversy, on sensitive sites or of a significant scale, consultation may be carried out with technical consultees such as Nottinghamshire County Council as Highways Authority and the Environment Agency;

Encourage the applicants of more significant applications to engage with the community including holding exhibitions and other events to publicise their proposals; and

Encourage all landowners/property owners to discuss their proposals with their neighbours and where appropriate the wider community before submitting an application.” [in this case the Council is the promoter of the LDO]

As part of the early stages of preparing the draft LDO, a round of non-statutory consultation was undertaken to engage with communities and stakeholders, between Monday, 29 November 2021 and Monday, 10 January 2022. A summary of this consultation and the feedback received can be viewed below. Further details on this consultation can be viewed in the LDO supporting document: Statement of Community Involvement (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0001).

5.5 Summary of Non-statutory Consultation

Although not a statutory requirement of the LDO consultation procedure, it was decided to engage with communities and stakeholders at an early stage in the preparation of the draft LDO. A round of non-statutory consultation was undertaken between Monday, 29 November 2021 and Monday, 10 January 2022.

Aims and objectives

The aims and objectives of the non-statutory consultation were to:

- Introduce the Proposed Development;
- Promote the key benefits;

¹⁹ <https://www.rushcliffe.gov.uk/planningpolicy/localplan/communityinvolvement/>

- Explain the planning process (LDO) and reasons / rationale for this approach;
- Share the initial vision and objectives;
- Provide an indication of potential future uses to be consented by the LDO;
- Present the initial design and landscaping principles;
- Explain the detailed work that will be undertaken following the non-statutory consultation (e.g. Transport Assessment, Environmental Impact Assessment);
- Set out the proposed timescales for the Proposed Development;
- Provide an opportunity for stakeholders and the local community to feedback on the vision for the Site, and to allow public aspirations to be put forward; and
- Explain the next steps including when there will be further opportunities for people to share their views.

Summary of consultation

The following activities were undertaken during the main consultation period:

- A pre-consultation stakeholder workshop was held in November 2021, with technical stakeholders, local authorities, and statutory consultees;
- A dedicated consultation website was established, which included a virtual exhibition, a frequently asked questions (FAQs) page, and an online consultation questionnaire, A total of 3,980 visits to the consultation website were recorded one week after the consultation period had closed;
- Two public exhibitions were held at Thrumpton Village Hall (30 November 2021) and Gotham Memorial Hall (7 December 2021), including a stakeholder preview event at Thrumpton Village Hall. There were 86 attendees in total to the public exhibitions; and
- A meeting was held with Ruth Edwards, MP for Rushcliffe.

Summary of feedback

A total of 71 consultation questionnaires were received. A total of 32 emails were received to a dedicated email address, which comprised 18 stakeholder responses and 14 responses from members of the public.

Through the consultation, feedback was sought on the vision for the Site, the proposed masterplan objectives and landscaping principles, and sustainable transport proposals for the Site. In addition, respondents were invited to provide feedback through additional comments. The majority of responses provided positive feedback on the overall vision and masterplan objectives, in particular the proposed inclusion of sustainable and low-carbon technologies on the Site.

Consultation feedback was grouped into the following themes:

- Support and Oppose;
- Land Use, Design and Capacity;
- Environment and Biodiversity;
- Green Belt;
- Traffic and Transport;
- LDO, Freeport and Redevelopment Phasing;
- Consultation Approach; and
- Other.

Through the consultation process, some stakeholders and members of the local community raised concerns regarding the impact on traffic levels, public transport provision, the current provision of cycling routes, potential loss of Green Belt, and potential impacts the natural environment, including adverse effects on biodiversity and ecology within the Southern Area.

Where concerns have been raised, work has been undertaken either to amend the LDO proposals or ensure appropriate mitigation. Where this has not been possible, or where the concerns are outside of the scope of this draft LDO, this has been explained in the form of a detailed project response.

A full account of the non-statutory consultation and responses to feedback can be found in the Statement of Community Involvement, which is included as a supporting document to the draft LDO. The document reference for all the supporting documents can be found in Appendix B.

6. The Ratcliffe-on-Soar Power Station Site

6.1 The Site

The Site boundary for the Ratcliffe-on-Soar LDO comprises approximately 265 hectares of land and is bisected into two areas by Remembrance Way (A453); the Northern Area covers 155 ha and the Southern Area covers 110 ha. The Site includes a private link road which passes beneath the A453 at its western end connecting the two areas.

200 ha of the Site (excluding the power station buildings) is formally designated by the Government as part of the East Midlands Freeport,²⁰ which was announced as a successful freeport bid in March 2021 and received formal Freeport tax site designation in March 2022.

A proposal for the ‘East Midlands Energy Re-Generation Centre’ (EMERGE Centre),²¹ which comprises a multifuel energy recovery facility and associated infrastructure, was granted planning permission on 24 March 2022. The application was determined by Nottinghamshire County Council, who is the planning authority for waste management related development. Details of the EMERGE Centre planning application can be found on the Nottinghamshire County Council planning portal,²² using the reference number ES/4154. This is a new energy-from-waste facility which will generate electrical and heat energy which will be fed into the grid and used to supply other developments which are built on the Site over time.

6.2 Surrounding Context

The Site is located in Nottinghamshire, approximately 11 km south-west of Nottingham City Centre. It is accessed immediately off the A453 (a main route into Nottingham) and close to junction 24 of the M1 motorway. The Site also has close proximity to Derby (approximately 16 km west), Loughborough (approximately 10 km south) and Leicester (approximately 26 km south). More locally are the villages of Ratcliffe-on-Soar (directly adjacent to the west, separated from the Site by the Midland Main Line railway), Thrumpton (0.5 km north-east), Kingston-on-Soar (0.8 km south) and Gotham (2.4 km south-east).

The Site benefits from good accessibility. East Midlands Parkway railway station is located directly west of the Northern Area of the Site, and a private railway siding extends into the Site. East Midlands Airport is a 10-minute drive, approximately 5 km south-west and the Nottingham Express Transit (NET) Tram Park and Ride site is approximately 5 km to the north-east.

6.3 Site Description

The majority of the Site is brownfield land, with buildings, plant and hardstandings comprising the Power Station infrastructure facilitating the generation of electrical power from coal since its first operation in 1967. There are localised areas of land across the north and south of the Site that are used for agricultural purposes. The Site is wholly owned by Uniper.

The majority of the Northern Area comprises the Power Station, including coal stockpiles, the operational power plant, eight cooling towers, supporting buildings and facilities. This part of the Site is accessed by an unnamed road off the A453 at the south-western corner. In addition, a second access is located off the A453 at the south-eastern corner of the Northern Area. A 400 kV and a 132 kV National Grid substations are located in this area and will remain in situ.

In the Southern Area, the Winking Hill Ash Disposal Site has been used for the disposal of ash which is a by-product from the power generation process. Parts of this disposal site have been capped, but other parts remain open and in use. Some areas of ash are currently being extracted for use within the manufacturing of building materials. Agricultural uses, parcels of woodland, two settlement ponds, and an area formerly reserved for temporary gypsum disposal, occupy the remaining parts of this area. Note that whilst permitted,

²⁰ <https://www.emfreeport.com/>

²¹ <https://www.uniper.energy/united-kingdom/projects-united-kingdom/emerge>

²² <https://www.nottinghamshire.gov.uk/planningsearch/plandisp.aspx?AppNo=ES/4154>

the gypsum disposal site has never been used. Access to this Southern Area is via West Leake Lane to the east, and off Kegworth road to the west. Winking Hill Farm is adjacent to the Southern Area but falls outside the LDO boundary.

The Northern and Southern Areas are connected by two underpasses under the A453. The underpasses provide access to the A453 and are part of the public highway network. The underpass located to the west of the Site also includes a private road which provides further connectivity between the two areas of the Site.

Public footpaths cross the Southern Area, from West Leake Lane, connecting with the village of Ratcliffe-on-Soar and branching south towards Kingston-on-Soar. There is also a shared cycle route and footpath that extends along the north side of the A453, and public footpaths heading north-east through the Northern Area from Barton Lane to Thrumpton.

6.4 Environmental Context

The surrounding area comprises extensive areas of farmland, woodland and open fields. The River Trent and River Soar run to the north and west of the Site respectively, the closest point being around 150 m where the River Soar passes beneath the A453 to the west of the Site.

Within 5 km of the Site there are a number of internationally and nationally designated nature conservation sites. These are:

- Lockington Marshes Site of Special Scientific Interest (SSSI), located 530 m west of the Site;
- Forbes Hole Local Nature Reserve (LNR), located 1.6 km north of the Site;
- Gotham Hill Pasture SSSI, located 1.7 km east of the Site;
- Trent Meadows LNR, located 1.8 km north of the Site;
- Attenborough Gravel Pits SSSI, located 2.4 km north-east of the Site;
- Rushcliffe Golf Course SSSI, located 2.5 km south-east of the Site; and
- Holme Pit SSSI, located 4.6 km north-east of the Site.

The Environment Agency (EA) flood maps indicates that the majority of the Site sits within fluvial Flood Zone 1 and a very small area within Zone 2 and, therefore, there is considered to be a low risk of flooding. The EA maps identify that there are localised areas of high and medium surface water flood risk in the Southern Area. The Flood Risk Assessment supporting this LDO demonstrates that the Site is safe to develop in terms of flood risk and does not increase flood risk elsewhere, in accordance with the National Planning Policy Framework (NPPF).

7. Statement of Reasons

7.1 Purpose of the LDO

The National Planning Policy Framework July 2021²³ (NPPF) encourages LPAs to tailor planning controls to local circumstances. Paragraph 51 states:

“local planning authorities are encouraged to use Local Development Orders to set the planning framework for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.”

Furthermore, government guidance on Freeports encourages LPAs to consider the use of LDOs to support development in Freeport areas as a means of accelerating growth and providing greater planning certainty. PAS Guidance²⁴ encourages LPAs to engage with landowners. The Council therefore has agreed to work collaboratively with Uniper to prepare an LDO for the Site.

LDOs can enable growth by positively and proactively shaping sustainable development in their area. They can incentivise development by simplifying the planning process, providing greater certainty to investors and developers, and making investment more attractive.

This is of particular importance for the Ratcliffe-on-Soar Power Station Site, which is due to close at the end of September 2024 in line with UK government policy. The adoption of an LDO provides planning certainty and secures the potential to redevelop the Site in a way that benefits the wider region. In addition, in order to qualify for full Freeport benefits, businesses must be operational by the end of September 2026. The LDO is therefore considered the best route to secure the reuse of those parts of the Site that will be redundant after decommissioning of the Power Station and, concurrently, to provide planning certainty in time to enable new businesses to be operational by the end of September 2026.

7.2 Objectives of the LDO

The objectives for the Ratcliffe-on-Soar LDO are:

1. To support efforts by the Council, the East Midlands Development Company, East Midlands Freeport Partners, and Uniper (the landowner), to promote the sustainable economic redevelopment of the Site as existing coal-fired power generation activities cease, ensuring it continues to support the future prosperity and growth of the Borough and beyond;
2. To set out a spatial framework, confirm appropriate land uses and establish the conditions which will control how detailed development proposals will come forward on the Site;
3. To support transition of employment and generate an estimated 7,000–8,000 highly skilled and high value jobs based around advanced manufacturing and energy uses;
4. To provide planning certainty for the Site which will support the regional and national transition to a low-carbon future; and
5. Following the government’s policy to close the Power Station, to maximise the assets of the Site and secure a positive future for it at this important gateway into the Rushcliffe Borough.

7.3 Strategic Context

This section sets out the strategic context for the Ratcliffe-on-Soar LDO.

²³ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

²⁴ <https://www.local.gov.uk/pas/delivery/local-development-orders/local-development-orders>

East Midlands Freepport

Freeports in the UK are a series of government-assigned special economic zones where customs rules such as taxes do not apply until goods leave the specified zone. Other tax incentives are also being offered to stimulate development and job creation within Freeports. Government is looking to deliver a significant quantum of new development within Freeports by the end of September 2026.

A bid to identify an East Midlands Freepport²⁵ was submitted in February 2021 by a consortium led by the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP) and the Leicester and Leicestershire Enterprise Partnership (LLEP). The consortium included private sector businesses and local authorities, with support from universities, business groups, local MPs and the proposed East Midlands Development Company. The Ratcliffe-on-Soar Power Station Site forms a key part of the East Midlands Freepport proposals, alongside the East Midlands Airport and Gateway Industrial Cluster (EMAGIC) and the East Midlands Intermodal Park (EMIP).

In the 2021 budget announcement, the Chancellor of the Exchequer announced that eight new Freeports would be created. The East Midlands Freepport was confirmed as one of these eight and in March 2022 the East Midlands Freepport secured formal Freeport tax site designation from Government following review of the Outline Business Case. The Full Business Case was submitted on 14 April 2022 and the East Midlands Freepport is anticipated to be fully operational by Summer 2022.

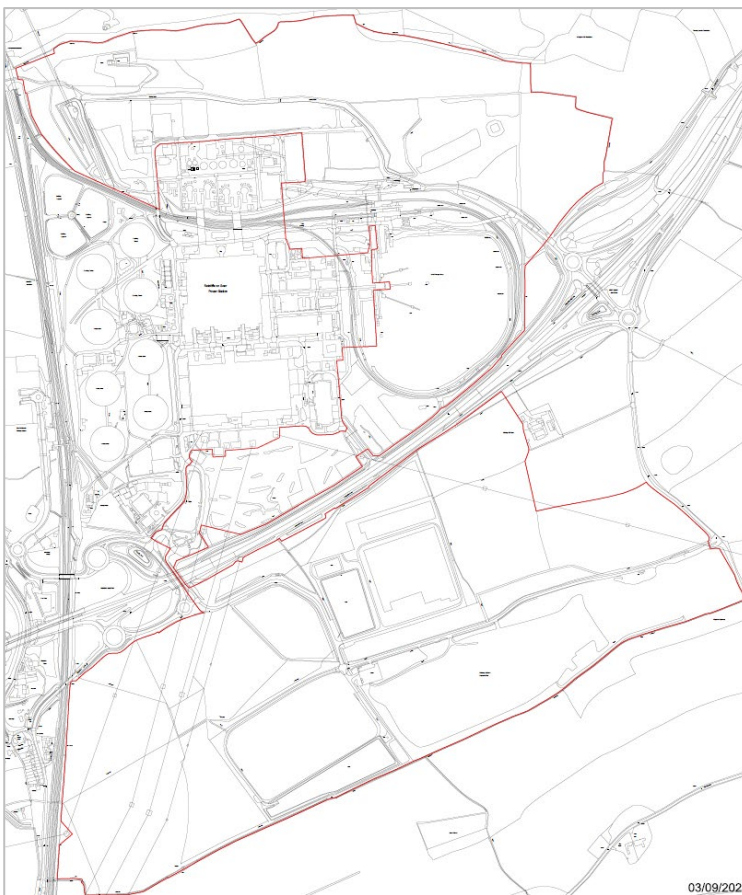


Figure 3 – Freeport boundary at the Ratcliffe Power Station site

East Midlands Development Company

The proposed East Midlands Development Company is intended to support future regional development with a particular focus on three major strategic sites centred on the East Midlands Airport area, Toton and Chetwynd Barracks and Ratcliffe-on-Soar Power Station.

²⁵ <https://www.emfreepport.com/>

The five local authorities supporting the initiative have formally set up a body to begin its work, laying the foundations for a new kind of statutory development corporation identified as part of government plans to boost economic growth through planning reform.

The East Midlands Development Company was established following the submission of a detailed business case to government, which highlighted the potential of the three strategic sites identified to fuel a step change in regional economic performance.

The Development Company states that: *“The East Midlands has a once-in-a-generation opportunity to supercharge its economy and create tens of thousands of new jobs via three landmark developments of national significance.”*²⁶

D2N2 Local Enterprise Partnership

The D2N2 Local Enterprise Partnership (LEP) covers the Nottinghamshire and Derbyshire area, within which the Ratcliffe Power Station is located. The LEP works with 19 Local Authorities, playing a central role in deciding local economic priorities and undertaking activities to drive economic growth and create local jobs. The LEP has produced a Strategic Economic Plan which values innovation-led growth, especially in manufacturing, which aligns with the objectives of the Ratcliffe-on-Soar Power Station redevelopment.

High Speed Two (HS2)

Adjacent to the Site lies the East Midlands Parkway station, which has been identified as the location for the HS2 East Midlands Hub station in the Integrated Rail Plan. The new high-speed line will link the East to the West Midlands, providing improved connectivity of the Site to Derby, Nottingham, Chesterfield and Sheffield, as well as between Birmingham and Nottingham, and free up capacity on the Midland Main Line railway. Trains will run from London to Nottingham in 57 minutes, which is significantly quicker than current service, supporting the growth of the region and its appeal as an advantageous business location. The HS2 East Midlands Hub Station represents a significant opportunity for the Ratcliffe-on-Soar redevelopment, boosting the connectivity of the Site and providing an attractive location for its future occupiers.

Clean Growth Strategy

In October 2017 the UK government published the Clean Growth Strategy, which sets out proposals for decarbonising all sectors of the UK economy. Clean growth means growing the national economy while cutting greenhouse gas emissions. The goal of ensuring affordable energy supply alongside delivering clean growth for everyone in the UK is central to the Clean Growth Strategy.

The vision and objectives for the Ratcliffe-on-Soar LDO are centred on addressing this Clean Growth agenda. Focusing on the transition to low-carbon energy solutions, the redevelopment of the Ratcliffe-on-Soar Power Station Site would deliver employment opportunities, high-quality infrastructure and is a significant opportunity to help level up the East Midlands region.

Levelling Up White Paper

In March 2022 the UK government published the Levelling Up White Paper, outlining a ‘system change’ of regional and local government and associated funding arrangements, that will be implemented to ‘level up’ the UK. It introduces 12 national missions to be achieved by 2030 and details a framework of devolution to Local Authorities. These missions align with the proposed redevelopment of the Ratcliffe-on-Soar Power Station Site, and identify the need to increase productivity, further employment opportunities, investment into research and development and delivering the upskilling of local communities.

In May 2022, government introduced the Levelling Up and Regeneration Bill into parliament, following the publication of the Levelling Up White Paper. The Bill is centred around reforms to the planning system to

²⁶ <https://www.emfreeport.com/>

give communities a louder voice, making sure developments are beautiful, green and accompanied by new infrastructure and affordable housing.

Building Back Better: A Plan for Growth

The plan was established in March 2021 and brought together government and business leaders to drive economic recovery and growth across the UK, enable the transition to a Net Zero economy by 2050 and promote Global Britain as set out in the Plan for Growth. The Building Back Better: A Plan for Growth strategy takes a transformational approach, tackling long-term problems to deliver growth that creates high-quality jobs across the UK. The plan states that we must retain our guiding focus on achieving the people's priorities:

- levelling up the whole of the UK;
- supporting our transition to net zero; and,
- keeping our vision for Global Britain.

7.4 Planning Policy Context

This section sets out the national, regional and local planning policy context for the Ratcliffe-on-Soar LDO.

National Planning Policy Framework

A core principle of the NPPF is that the planning system should proactively drive and support sustainable economic development.

The NPPF states, in paragraph 81, that significant weight should be placed on supporting economic growth and productivity, considering both local business needs and wider development opportunities.

As outlined in paragraph 82, Local Planning Authorities should positively and proactively encourage sustainable economic growth and identify strategic sites for investment. In paragraph 83, the NPPF also states that planning policies and decisions should recognise and address the specific locational requirements of different sectors. This includes making provision for clusters or networks of knowledge-driven, high-technology industries and for storage and distribution operations at a variety of scales and in suitably accessible locations.

Paragraph 51 encourages LDOs to be prepared for particular areas or categories of development where the impacts would be acceptable, and in particular where this would promote economic, social or environmental gains for the area.

The NPPF also supports the delivery of plans to increase the use and supply of renewable and low-carbon energy and heat. In particular, paragraph 155 states that plans should:

- a) provide a positive strategy for energy from these sources, that maximises the potential for suitable development, while ensuring that adverse impacts are addressed satisfactorily (including cumulative landscape and visual impacts);*
- b) consider identifying suitable areas for renewable and low carbon energy sources, and supporting infrastructure, where this would help secure their development; and*
- c) identify opportunities for development to draw its energy supply from decentralised, renewable or low carbon energy supply systems and for co-locating potential heat customers and suppliers.*

Regional Planning Policy

At the time of drafting this document, Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils are developing the Greater Nottingham Strategic Plan (GNSP) which will set out the policies to help guide future development up to 2038. The GNSP will contain strategies and strategic policies for the use and development of land based on a thorough assessment of the needs of the wider area. The GNSP is to be produced in cooperation with the other local planning authorities of the Greater Nottingham Housing Market Area (HMA).

The Site has been identified for having potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021),²⁷ and recommends allocating the land for employment uses (p126):

“The site is suitable for research & development uses located adjacent to the East Midlands Parkway Railway Station, science park and advanced manufacturing uses on the site south of the A453 and more energy-intensive low-carbon technology industries on the site north of the A453. It is part of the East Midlands Airport Freeport, one of 8 designated by the Government in its March 2021 Budget with the aim of reducing administrative burdens and tariff controls, provide relief from duties and import taxes, and ease tax and planning regulations.”

In July 2020, Broxtowe Borough, Gedling Borough, Nottingham City and Rushcliffe Borough Councils carried out a public consultation on the Greater Nottingham Strategic Plan Growth Options document.²⁸ The consultation document (section 5.11, page 51) recognises the potential for significant growth at Toton, Ratcliffe-on-Soar Power Station and East Midlands Airport:

“The proposals to establish a Development Corporation, centred on delivering significant growth at Toton, Ratcliffe-on-Soar Power Station and East Midlands Airport, could play a key role in diversifying the economy, and assisting recovery from the economic impacts of the Coronavirus crisis. Building on each location’s unique strengths, in terms of connectivity, economic potential and existing growth plans, the proposal aims for economic additionality, over and above the area’s current economic offer.”

As part of consultation, Uniper (as landowner) submitted representations which set out the case for directing development towards the Site and its release from Green Belt. The councils are now considering the responses received to the consultation.

Local Planning Policy

The LDO seeks to support the Council’s overall vision to positively and proactively encourage sustainable economic growth, supporting the ambition for the Site, ensuring that there is sufficient land and infrastructure in the right places in order to allow new businesses to come to provide necessary jobs and services. An LDO does not have to be supported by a specific development plan policy but it is given more strength if the policy intent is set out and supported by evidence.

The development plan for the Rushcliffe Borough consists of the Local Plan Part 1: Core Strategy (adopted December 2014), setting out the overarching spatial vision for development in the borough to 2028 and providing the planning framework for other relevant planning documents. The Local Plan Part 2: Land and Planning Policies²⁹ was adopted in October 2019 and sets out the non-strategic development allocations and a number of detailed policies for managing new development, following on from the strategic framework set out in Part 1.

Together, the Local Plan Part 1 and Part 2 comprise the statutory development plan for Rushcliffe Borough and replace all previous planning policy. No Neighbourhood Plans have been produced or adopted within the LDO Site.

The whole Site is located within the Nottingham–Derby Green Belt. However, in line with the NPPF, inappropriate development may be permitted within the Green Belt if the applicant can demonstrate very special circumstances. The Green Belt designation is a significant material consideration and considered in detail in Section 7.5.

In terms of other relevant policies, Policy 5 (Employment Provision and Economic Development) of the Core Strategy gives emphasis to future industrial uses, including renewable or low-carbon energy generation and other energy-related or complementary uses, including green technologies. The policy seeks to strengthen and diversify the economy, providing new floorspace across all employment sectors to meet

²⁷ <https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf>

²⁸ <https://gnplan.inconsult.uk/gf2.ti/f/1146082/77448165.1/PDF/-/Strategic%20Plan%202020%20FINAL%20-%20web%20version%20revised.pdf>

²⁹ <https://www.rushcliffe.gov.uk/planningpolicy/localplan/localplanpart2landandplanningpolicies/>

restructuring, modernisation, and inward investment needs. Part 5 of the policy encourages economic development associated with a number of sites identified as ‘Centres of Excellence’, including Ratcliffe-on-Soar Power Station and promotes the allocation of land specifically to meet the needs of high technology industries:

“Encouraging economic development associated with the University of Nottingham, Sutton Bonington campus, and with other Centres of Excellence in Rushcliffe such as Ratcliffe-on-Soar Power Station, British Geological Survey at Keyworth and British Gypsum at East Leake, including their expansion, and allocating land specifically to meet the needs of high technology industries.”

The LDO seeks to ensure development will come forward in compliance with the key policies within the Local Plan Part 1 and Part 2, as considered through the Environment Statement, Transport Statement, Design Guide and Parameter Plans and set out in the required mitigation set out in Appendix C of this LDO. These relevant policies include the following:

Part 1: Core Strategy:

- Sustainable Development (1);
- Climate Change (2);
- Design and Enhancing Local Identity (10);
- Historic Environment (11);
- Local Services and Healthy Lifestyles (12);
- Managing Travel Demand (14);
- Transport Infrastructure Priorities (15);
- Green Infrastructure, Landscape, Parks and Open Space (16);
- Biodiversity (17);
- Infrastructure (18); and
- Developer Contributions (19).

and policies from Part 2: Land and Planning Policies, including:

- Development Requirements (1);
- Surface Water Management (18);
- Development Affecting Watercourse (19);
- Managing Water Quality (20);
- Historic Environment (28);
- Conserving and Enhancing Heritage Assets (28);
- Green Infrastructure and Open Space Assets (34);
- Green Infrastructure Network and Urban Fringe (35);
- Trees and Woodlands (37);
- Non-designated Biodiversity Assets and the Wider Ecological Network (38);
- Health Impacts of Development (39);
- Pollution and Land Contamination (40);
- Air Quality (41); and

- Safeguarding Minerals (43).

7.5 Green Belt Assessment

Green Belt Policy Overview

Policy 21 (Green Belt) of the Rushcliffe Local Plan Part 2 states:

1. *The boundaries of the Green Belt in Rushcliffe are as defined on the Policies Map.*
2. *Applications for development in the Green Belt will be determined in accordance with the National Planning Policy Framework.*

The Policies Map indicates that the Site is located within and washed over by the Green Belt, which means there is a presumption against inappropriate development and that applications for development will be determined in accordance with the NPPF.

The NPPF states that, *“the fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence”*.

Paragraph 138 sets out the 5 purposes served by Green Belts:

- a) to check the unrestricted sprawl of large built-up areas;
- b) to prevent neighbouring towns merging into one another;
- c) to assist in safeguarding the countryside from encroachment;
- d) to preserve the setting and special character of historic towns; and
- e) to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

The Proposed Development would conflict with purpose c).

Paragraphs 147 to 151 of the NPPF relate to proposals affecting the Green Belt. The following paragraphs are highlighted:

- Paragraph 147 states that *“inappropriate development is, by definition, harmful to the Green Belt and should not be approved except in very special circumstances.”*
- Paragraph 148 states that *“when considering any planning application, local planning authorities should ensure that substantial weight is given to any harm to the Green Belt. ‘Very special circumstances’ will not exist unless the potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal, is clearly outweighed by other considerations.”*
- Paragraph 149 states that a Local Planning Authority should regard the construction of new buildings as inappropriate in the Green Belt. There are limited exceptions to this, including... *“(g) limited infilling or the partial or complete redevelopment of previously redeveloped land, whether redundant or in continuing use (excluding temporary buildings), which would:*
 - *Not have a greater impact on the openness of the Green Belt than the existing development; or*
 - *Not cause substantial harm to the openness of the Green Belt, where the development would re-use previously developed land and contribute to meeting an identified affordable housing need within the area of the Local Planning Authority”*.
- Paragraph 151 states that *“when located in the Green Belt, elements of many renewable energy projects will comprise inappropriate development. In such cases developers will need to demonstrate very special circumstances if projects are to proceed. Such very special circumstances may include the wider environmental benefits associated with increased production of energy from renewable sources”*.

Under Paragraph 149 of the NPPF, the definition of appropriate development includes the complete redevelopment of previously developed land, whether redundant or in continuing use, which would not have a greater impact on the openness of the Green Belt than the existing development. This definition potentially encompasses the majority of the Northern Area of the Site, provided the Proposed Development would not have a greater impact on the openness of the Green Belt than the existing Power Station.

The Southern Area of the Site does not fall within the definition of previously developed land set out in the Glossary to the NPPF. As per Paragraphs 147 and 148 of the NPPF, any proposals for development in the Southern Area may only be permitted if there are “very special circumstances” which clearly outweighs any potential harm to the Green Belt.

In addition, some parts of the Northern Area, such as the agricultural land, may not be regarded as previously developed and, if the Proposed Development in the Northern Area is considered to have a greater impact on the openness of the Green Belt than the existing development, this may only be permitted if there are “very special circumstances” which clearly outweighs any potential harm to the Green Belt.

The LDO grants planning permission for new development in the Green Belt of the type and scale described in this LDO and its supporting documents. In considering the adoption of the LDO, it has therefore been considered necessary for the Council to consider whether very special circumstances apply to the whole Site and whether these clearly outweigh potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal.

Very Special Circumstances

In making this LDO and weighing up the harm to the Green Belt, the following paragraphs set out the very special circumstances that have been taken into consideration.

Economic and employment benefits

In terms of the importance of the Site for economic development and advancement of high-technology uses, the potential for development at the Power Station has long been recognised by the Council, as evidenced in its identification in the adopted Local Plan Part 1 as a ‘Centre of Excellence’, where expansion and allocation of land for development is encouraged.

The Power Station will close at the end of September 2024 in line with government policy to end coal power generation. This would lead to the potential loss of existing employment and economic activity and the potential for long-term vacancy and dereliction of a major industrial site in the Green Belt. The potential for expansion or capitalisation of its value as a Centre of Excellence would therefore be lost, harming the economy and the environment within this important approach into Rushcliffe and Nottingham City.

The proposal represents a pro-active response to this prospect and would be a significant regeneration opportunity that would provide a transition of jobs and economic activity with a focus on low-carbon energy and advanced manufacturing. There is a potential for creating a high number of jobs for the region (potentially in the order of 7,000–8,000) and for many of these to be high value and highly skilled, given the vision and guiding principles set out in the Design Guide supporting the LDO.

The potential allocation of the Site for redevelopment for employment purposes and its removal from Green Belt is being actively considered through the preparation of the emerging Greater Nottingham Strategic Plan.

The Site is recommended for redevelopment within a key part of the evidence base for the emerging Strategy, the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021),³⁰ that recommends allocating the Site (both Northern and Southern Areas) for employment uses and makes specific reference to the designation as a Freeport:

“The site is suitable for research & development uses located adjacent to the East Midlands Parkway Railway Station, science park and advanced manufacturing uses on the site south of the A453 and more energy-intensive low-carbon technology industries on the site north of the A453. It is part of the East Midlands Airport Freeport, one of 8 designated by the Government in its March 2021 Budget with the

³⁰ <https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf>

aim of reducing administrative burdens and tariff controls, provide relief from duties and import taxes, and ease tax and planning regulations.”

In July 2020, the public consultation on the Greater Nottingham Strategic Plan Growth Options document³¹ highlighted the major role ‘significant growth’ at sites within the Development Corporation boundary, including Ratcliffe-on-Soar, could play in diversifying the economy and assisting with rebuilding the economy in a post-pandemic world:

“The proposals to establish a Development Corporation, centred on delivering significant growth at Toton, Ratcliffe-on-Soar Power Station and East Midlands Airport, could play a key role in diversifying the economy, and assisting recovery from the economic impacts of the Coronavirus crisis. Building on each location’s unique strengths, in terms of connectivity, economic potential and existing growth plans, the proposal aims for economic additionality, over and above the area’s current economic offer.”

Whilst the Site is not yet allocated and the GNSP carries limited weight as a material consideration, this Policy background is a clear indication of the direction of travel of local planning policy and of the important role that the Site plays in the economic future that policy makers envisage for the Greater Nottingham area.

Furthermore, the Site has been identified as an integral part of the regional economic policy for the East Midlands, forming one of the three sites earmarked by the East Midlands Development Company (EM DevCo) for major economic growth. The EM DevCo is made up of five East Midlands Local Authorities and is supported by the Midlands Engine, which works with partners and government to promote growth and investment across the region.

The unique potential for redevelopment of the Site for employment purposes also has national government support, through its approval as part of the East Midlands Freeport (the only inland Freeport selected). The Freeport boundary includes all of the land in the Southern Area and all of the land without existing buildings on the Northern Area (some 200 ha in total). Government wishes to see development in Freeports come forward quickly and has identified incentives and funding support to encourage new development to come forward by the end of September 2026. The Freeport initiative is a key aspect of central government policy and lends significant weight to the national and regional importance of the Site and its redevelopment for employment purposes.

In Section 3.6 of its Bidding Prospectus for Freeports³² the government particularly advocates the use of LDOs as a vehicle to bring forward development within Freeports and this LDO is therefore aligned with government guidance.

This policy context demonstrates that the Site is acknowledged by national, regional and local policy makers as one that will play a significant role in the future economic prosperity of the region.

However, the Greater Nottingham Strategic Plan is unlikely to be adopted within the timescale required to ensure the Site realises full benefits from its Freeport status. For this reason, this LDO has been brought forward ahead of the Site’s anticipated allocation and removal from the Green Belt in the GNSP.

Furthermore, achieving Freeport timescales and energy policy requirements dictates the phasing of the Site. Land on the Northern and Southern Areas, which is not required for power generation, will be brought forward as a first phase prior to the closure of the power station at the end of September 2024. Following closure, the coal stock yard can be cleared and a second phase of development brought forward. Redevelopment of the remaining areas of the Site will occur as a later phase, following demolition of the existing power station buildings and structures. This phased approach allows for a “transition” of employment, with jobs migrated, where possible, over from the existing power station to new energy and advanced-manufacturing related businesses. This approach will be important to retain jobs and will also act as an important springboard to grow new employment.

³¹ <https://gnplan.inconsult.uk/gf2.ti/f/1146082/77448165.1/PDF/-/Strategic%20Plan%202020%20FINAL%20-%20web%20version%20revised.pdf>

³² <https://www.gov.uk/government/publications/freeports-bidding-prospectus>

Unique characteristics of the Site

The Site benefits from a number of unique characteristics that mean it is distinctively well placed to meet two key challenges and aspirations of national government: to progress the ‘Levelling-Up’ agenda of economic growth in the Midlands and north of the country, and to address climate change by helping reduce the UK’s net emissions of greenhouse gases to zero by 2050, in line with the Government’s Building Back Better: A Plan for Growth. These unique characteristics are all considered to significantly contribute to the very special circumstances, clearly weighing against the harm to the Green Belt by reason of inappropriateness.

Ability to support growth in advanced manufacturing uses

- This is a very large site (265 ha) with substantial areas of levelled, well serviced, land capable of accommodating the needs of large-scale, energy-intensive, advanced manufacturing uses. This includes so called ‘gigafactories’³³ which typically require > 100 ha of land and are focussed on the production of electric vehicles, batteries and other technologies – technologies required to help transition the UK to its legally binding net-zero target by 2050. There are few sites within the region, of a similar size, and with the connectivity and power capacity, which could accommodate these types of development.
- The size of the Site also enables co-location of businesses and industries with similar and/or interlinking interests. This co-location of businesses – concentrated around an energy hub – will potentially bring additional benefit through agglomeration effects, including fostering opportunities for innovation, research and development, and creating shared opportunities for education and training.
- The Site is of a scale that could deliver in the order of 7,000 to 8,000 jobs, based on the maximum potential floorspace permitted. This will make a significant contribution to the prosperity of both Rushcliffe Borough and the wider region and will help deliver the aspirations of central and local government.

Access to sustainable energy and resources

- The Site has unparalleled access to the National Grid, being able to import and export electricity via the existing 400 kV and 132 kV substations. The capacity of this connection means that the Site can generate energy (e.g. solar) and export it directly to the Grid. The Site also has the potential to import energy from the Grid during periods of low-demand (e.g. night-time) and/or when there is excess renewable energy (e.g. excess wind power), and store this energy in batteries and/or through the generation of hydrogen. In this way the Site has the potential to make a significant contribution to improving the use of green and low-carbon energy in the UK.
- The direct Grid Connection also enables the Site to support advanced manufacturing, industry, data centres and other uses with high-energy demands.
- The concentration of industrial uses on the Site also offers opportunities to use energy in a more sustainable way. Through the use of micro-grids and heat networks, waste energy (e.g. excess heat, power) produced by one facility could be used to supply an adjacent facility. With modern energy management technology, this could result in a significant reduction in energy use by the Site compared to traditional patterns of development.
- The Site benefits from an existing licence to abstract water from the River Trent. The potential to access this water source could support manufacturing processes and in the production of hydrogen via electrolysis.

³³ UK Government Call for Evidence: Technological Innovations and Climate Change: Battery Electric Vehicles; <https://committees.parliament.uk/call-for-evidence/483/>

Access to skilled labour and research centres

- The transition to a low-carbon future will demand a highly skilled workforce. By being located close to major population centres, including Nottingham, Derby and Leicester, and benefitting from good road and rail connectivity, business locating on the Site can draw on a large pool of highly skilled labour. This is an important factor in attracting international developers and investors to the Site who may otherwise locate abroad.
- The opportunity of the Site is further enhanced by the proximity of major Universities (e.g. Nottingham, Leicester, Derby, Loughborough) and research centres (e.g. Rolls Royce). Through creating partnerships with businesses located on the Site, opportunities for innovation, research and development will be generated.

Access to sustainable transport

- The East Midlands Parkway station is located directly adjacent to the Site. Located in the main-line rail network, this provides a high-capacity, high-speed, sustainable transport connection to the Site for workers and visitors. This will encourage people to travel to the Site via non-car modes.
- The connectivity of the Site will be further enhanced by Government's proposals to connect HS2 services into East Midlands Parkway station.³⁴ HS2 will increase the number of services stopping at East Midlands Parkway and provide fast and reliable services which will allow the Site to be accessed by a much larger population.
- Furthermore, Government envisages that HS2 will generate economic growth in the areas around the station hubs.³⁵ As areas to the west of the East Midlands Parkway Station are at risk of flooding, the Site (located on higher ground to the east of the railway) is anticipated to be the area where most of the growth catalysed by HS2 will occur.
- The Site also benefits from an existing rail freight siding which allows large quantities of raw materials and finished products to be imported and exported to/from the site by rail. This is a more sustainable form of transport.

Access to other transport modes

- The Site also benefits from excellent access to the national highway network through its direct connection to the A453 (dual carriageway) and close proximity to Junction 24 of the M1 Motorway.
- The Site is well placed for international passengers and air freight by virtue of its close proximity to the East Midlands Airport.

There are few sites in the UK where all these characteristics combine, making it a location that would be attractive for inward investment. This will allow the UK to compete for global businesses and develop expertise in advanced manufacturing and 'green' technology.

The unique opportunity presented by the Site for a jobs transition in sectors related to advanced manufacturing, renewable energy, and low-carbon energy technologies, supports regional objectives for higher-skill, higher-value jobs in the East Midlands and will make a significant contribution to the Government's target for achieving net-zero carbon by 2050.

Other harm to the Green Belt

In assessing the harm to the Green Belt, the approach taken has been to view the Site as one development, i.e. both the Northern and Southern Areas. This is the approach taken in the Freeport designation, that encompasses all of the LDO site that is currently unoccupied by buildings, both north and south of the A453,

³⁴ <https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands>

³⁵ <https://www.hs2.org.uk/why/connectivity/> ; <https://assets.hs2.org.uk/wp-content/uploads/2019/08/14094020/HS2-Our-story-and-key-facts-version-2.pdf>

and as described within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021),³⁶i.e.

“The site is suitable for research & development uses located adjacent to the East Midlands Parkway Railway Station, science park and advanced manufacturing uses on the site south of the A453 and more energy-intensive low-carbon technology industries on the site north of the A453.”

The Freeport designation carries ambitious targets for the delivery of new economic development and jobs and, in order to deliver completed development by the end of September 2026, it is clear that this must take place on those parts of the Site that are available for early construction.

Whilst the Southern Area is not previously developed land and is currently more open, much of this area has been utilised as a functional part of the operation of the power station though the management of ash. Bringing forward early development on the Southern Area, and those more open areas on the Northern Area, would support a transition of employment and knowledge from the existing use to new, greener and cleaner new opportunities. This is indicated on the Development Phasing drawing (RBCLDO-ARUP-ZZ-XX-DR-A-0032) prepared alongside the LDO.

Following its planned closure at the end of September 2024, the decommissioning and demolition of the Power Station buildings and infrastructure and any clearance and remediation activity will be a potentially lengthy process. Bringing forward redevelopment generally and as early as possible on the more open areas of the Site will not only meet the Freeport objectives but will retain an economically active environment around the Power Station and provide an impetus for bringing forward its redevelopment as Phase 3. On other sites in the UK, redundant and unsightly former power station infrastructure with no clear future has been left for extended periods of time, creating derelict sites of significant scale and widespread impact on openness and character. It is considered that bringing forward development of the Freeport land would minimise the risk of such impacts occurring.

As the majority of the Northern Area may be considered ‘previously developed land’, this may be assessed under paragraph 149 of the NPPF, which provides for complete redevelopment of such land providing that there is no greater impact on openness. While the overall footprint of the Proposed Development would be greater than the existing buildings and infrastructure on the Site, it is the height, massing and scale of the existing buildings within the landscape that results in the greatest impacts. In Phase 3, the removal of the existing Power Station buildings and cooling towers would significantly reduce the maximum height of buildings and structures, in particular through the loss of the 8 cooling towers of 115 m in height and the main Power Station chimney of 199 m high. The heights of new buildings that could be erected under the LDO would be controlled through a requirement to comply with the parameter plans, which have been developed following a Landscape and Visual Impact Assessment (LVIA). The maximum permissible height of buildings would be 40 metres. This would ensure that the visual impact of the Site would be acceptable and mitigate against perceived and actual impacts on the openness of the Green Belt.

The Masterplan and Parameter Plans also promote the use of landscape buffers around the Site perimeter in both the Northern and Southern Areas, which would help to mitigate any potential impacts on the openness of the Green Belt.

Other harm

The impacts arising from the Proposed Development that would be permitted by the LDO have been the subject of an Environmental Impact Assessment (EIA) and Transport Assessment. The EIA has looked at a wide range of impacts that were subject to a Scoping exercise described within the Environmental Statement supporting the LDO, with the impacts summarised in Section 5 of the Non-Technical Summary (RBCLDO-ARUP-ZZ-XX-RP-YE-0001). Given the scale of the Proposed Development it is not surprising that this identifies that there would be some significant effects, for example in terms of visual impact of the buildings, loss of agricultural land, impact on buried archaeology, ecology and noise and vibration but that many of these can be appropriately mitigated by design criteria contained within the Design Guide and measures set out in the Schedule of Mitigation Requirements at Appendix C and subject to control through the Certificate of Compliance process. For example the use of planting and building design to minimise visual impact and a

³⁶ <https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf>

requirement to provide both on- and off-site biodiversity gain. There are significant beneficial effects identified in the ES too, including to human health and in socio-economic impacts.

The Transport Assessment identifies impacts on the road network through increased vehicular traffic, for example on the capacity of the M1 junction 24. However, appropriate mitigation is identified within the Transport Assessment and Site Wide Travel Plan Framework, such as junction improvement measures and encouragement for sustainable travel improvements. Again, providing these mitigation measures are a requirement of the Certificate of Compliance process.

In conclusion, it is considered that the considerable benefits of the Proposed Development that are set out under the Very Special Circumstances paragraphs would clearly outweigh both the definitional harm and the other harms that would arise from the impact of the Proposed Development on the Green Belt.

Conclusion

The NPPF makes clear that inappropriate development is, by definition, harmful to the Green Belt and the Proposed Development of the Site will result in encroachment into the open countryside and some loss of openness. Nevertheless, it is considered that there are very robust “very special circumstances” that clearly outweighs this harm. These are as follows:

- i. A significant part of the Site, including the whole of the Southern Area and the majority of the Northern Area, is one of three sites within the East Midlands Freeport – a national government initiative. The East Midlands Freeport will support regional economic growth, investment and jobs in the East Midlands in sectors including advanced manufacturing, logistics, research and development. This is a key component of the UK government’s “Levelling Up” agenda.
- ii. The unique opportunity presented by the Site for economic development and a jobs transition in sectors related to advanced manufacturing, renewable energy, and low-carbon energy technologies, will support regional objectives for the creation of highly skilled, higher-value jobs in the East Midlands and will contribute to achieving wider UK government objectives regarding net-zero carbon.
- iii. The wider environmental benefits associated with increased production and storage of energy from renewable sources, including solar and hydrogen.
- iv. The anticipated agglomeration benefits which would arise from the clustering of Research and Development facilities with renewable energy generation, further / higher education provision and connectivity to the national electricity transmission network.
- v. The Design Guide establishes a clear vision for the Site to become a centre for green and low-carbon energy production, advanced manufacturing and industry and includes a requirement for development coming forward through the LDO to demonstrate how it accords with this vision. The LDO would therefore encourage investment into the region and promote the Site as a Centre of Excellence for renewable and low-carbon energy – thus providing a competitive advantage for the regional and national economy.
- vi. Providing planning certainty for a Site which can meet the needs of high technology, advanced manufacturing, and energy-based industries, where there is a unique infrastructure offering not available elsewhere within the region. This includes excellent connectivity to the national electricity transmission network as well as excellent transport accessibility, given the proximity of the local / regional / national road network; local / regional / national rail network for passenger and freight transport by rail (including a future connection to HS2 at East Midlands Parkway); and air transport infrastructure at East Midlands Airport.
- vii. Early redevelopment of phases (i.e. land not occupied by the existing major power station structures) providing valuable early delivery opportunities necessary to meet Government’s Freeport targets and support the transition of employment and wider associated regional opportunities. Whilst, prior to Phase 3, there would be additional built form on the Site that would result in a considerable loss of openness, the benefits of supporting the transition of jobs and economic activity and in delivering the Freeport ambitions would outweigh any such temporary additional harm.

- viii. In Phase 3 the removal of tall and visually intrusive buildings, chimneys and cooling towers would reduce the wider impacts on the appearance and openness of the surrounding countryside and Green Belt. However, impacts arising from the new development would be more localised and would be acceptably and appropriately mitigated by limitations on the overall heights of buildings and strategic landscaping integral to the LDO.

7.6 Environmental Impact Assessment (EIA)

EIA Screening

The Council issued a Screening Opinion on 2 March 2022 which confirmed that the Ratcliffe-on-Soar LDO proposal is an EIA development with the requirement for an Environmental Statement (ES) to be prepared.

EIA Scoping

The EIA Scoping Report was submitted on 22 December 2021 and a Scoping Opinion was issued on 7 March 2022. This confirmed that the Council was satisfied with the adopted methodology and that of the topic areas identified there were none that should be ‘scoped out’. It identified a number of additional issues to be ‘scoped in’, namely;

- Cumulative impact of the East Midlands Freeport on Junction 24 of the M1 motorway and overall strategic road network;
- Impact on operational railway;
- Loss of agricultural land and knock-on impacts on food production;
- Additional visual receptors for Landscape and Visual Impact Assessment;
- Impact of HS2 route; and
- Impact on cultural heritage.

The statutory consultation bodies consulted by the Council were as follows: Natural England, the Environment Agency, Nottinghamshire County Council, National Highways, Network Rail, National Grid, Historic England, Severn Trent Water, Nottinghamshire Wildlife Trust, and a number of internal consultees at the Council.

The environmental topics that are included in the ES scope are: Agricultural land and soils, Air quality, Archaeology and built heritage, Ecology, Ground conditions, Landscape and visual, Materials and waste, Noise and vibration, Socio-economics, Water environment, Climate change and greenhouse gases, Human health, Traffic and transport, In-combination and Cumulative Effects.

Environmental Statement

The Environmental Assessment describes in detail the technical findings of the Environmental Impact Assessment, and the likely significant environmental effects, both beneficial and adverse, and the means to avoid or reduce these adverse effects.

The ES presents the findings of the EIA undertaken in accordance with the EIA Regulations. Running concurrently with the formulation of the LDO, the ES has sought to identify any likely significant environmental effects through the assessment of the development Parameter Plans. To ensure a robust approach, this has typically entailed, a ‘worst-case’ assessment of the maximum development allowed within those parameters. This is not to say that the development will be implemented to these maximum parameters (the level of development could be lower as long as it is within the parameters) and therefore the ES is considered to represent a ‘worst-case’ assessment.

The EIA process then identifies appropriate design and construction measures and good practice both to mitigate, where possible, likely significant adverse environmental effects and to maximise the environmental opportunities that might arise as a consequence of the construction and operation of the Proposed Development.

The ES has also determined the residual significant beneficial and adverse environmental effects remaining after mitigation has been incorporated.

The ES comprises the following volumes:

- Volume 1: Non-technical Summary;
- Volume 2: Main Text
- Volume 3: Drawings; and
- Volume 4 Appendices.

The following is a brief extract from the Non-technical Summary; for a full understanding of the impacts, reference should be made to the Non-technical Summary or Environmental Statement.

Agricultural land and soils – As a result of handling and movement of soils there is expected to be a moderate adverse effect on soils which is considered **significant**.

A minor loss of subgrade 3a land (~10 hectares) would result in a minor adverse effect on best and most versatile agricultural land which is considered not significant. 50 hectares of subgrade 3b agricultural land will be lost as a result of the Proposed Development, resulting in a moderate adverse effect which is considered **significant**.

Air Quality – Following the implementation of best practice measures to reduce and suppress dust generation on Site, effects from dust during construction will be negligible, and **not significant**.

Effects from operational traffic emissions were assessed, and these were found to have no more than a negligible effect on local air quality, which is **not significant**.

Archaeology and built heritage – The potential exists for unrecorded archaeological features, remains, and/or deposits to survive in situ throughout much of the Site. An Archaeological Remains Management Plan, and scheme of trial trenching would be undertaken to ensure archaeological features are appropriately understood and managed during construction. Their loss however, if unavoidable, would result in a moderate adverse effect which is considered **significant**.

A number of heritage assets, including the Red Hill Scheduled Monument, would experience some level of change in their setting (the surroundings in which a heritage asset is experienced) as a result of the construction and operation of the Proposed Development. This would result in a slight adverse effect at worst, which is considered **not significant**.

Ecology – The risk of any indirect impacts to statutory and non-statutory wildlife sites is low, such that any impact is considered **not significant**. The Ratcliffe-on-Soar Flyash Grassland local wildlife site, Ratcliffe-on-Soar Flyash Track Grassland local wildlife site (Candidate), and Ratcliffe-on-Soar Flyash Grassland I local wildlife site (Candidate) are all present on the Site and will be directly impacted because of either partial or full loss of habitat within the sites, resulting in a **significant** effect at the Regional/County scale.

Impacts upon other habitats and species on the Site, such as bats, badger, otter, water vole, breeding bird and reptiles are considered **not significant** following the implementation of mitigation such as habitat creation and measures to control disturbance caused during construction and operation.

Climate change and greenhouse gases – Providing that future developments on the Site come forward in line with the principles set out, the Proposed Development is expected to have a minor adverse effect upon the atmosphere and greenhouse gases that is **not significant** for construction and operation.

Ground conditions – During construction, standard management measures would be implemented to ensure that effects on human health as a result of exposure to contaminated soil and/or groundwater, and elevated concentrations of ground gas/vapours is avoided. As such effects are slight adverse at worst and **not significant**.

Human health – The local population may be impacted during construction and operation because of disturbance (such as presence of a construction workforce, generation of dust and changes to views) and changes to amenity value (such as availability of housing, healthcare and access to green space). These

impacts are, however, largely managed via mitigation integrated into the Proposed Development and are considered to be **minor adverse and not significant**.

Construction and operational job creation, and subsequent inward investment to the regional economy, because of the Proposed Development is considered to be **moderate beneficial, and significant**.

Other benefits that will be derived during operation will stem from the provision of cycle parking and electric vehicle charging; and additional community assets including on-site green space, public rights of way / cycleways, and a potential community hub.

Landscape and visual – Due to the removal of vegetation across the Site and introduction of new built elements, the landscape character of the Site is considered to change to a degree that a moderate adverse effect would result for the NW01 Gotham and West Leake Wooded Hills and Scarps landscape character area during construction, this is considered **significant**. All other landscape character areas are not expected to be significantly impacted during construction.

Following the implementation of a landscape mitigation strategy, including provision of new planting, all landscape character areas during operation would not be impacted to a degree such that a significant effect would arise. These are considered to result in no worse than a minor adverse effect, **not significant**.

A number of **significant effects** would arise due to changes to views, predominantly the result of visible built form on the horizon, and scale of the Proposed Development to receptors closer by. There is little that can be done to mitigate these effects in terms of additional screening, beyond that already embedded in the design. The quality and appearance of built form will be crucial to the reduction of potential effects.

Materials and waste – The approach to earthworks will enable materials excavated onsite to be reused at areas of the Site where materials are required as far as practicable. This will minimise the amount of material required from offsite.

The existing mineral reserves beneath the Site are currently inaccessible, i.e. sterilised. Due to the existing infrastructure and nature of the Site, excavation of the reserves would not be practicable. The Proposed Development would not alter the situation and the mineral reserves would remain in situ and sterilised. This results in a neutral effect, which is considered **not significant**.

Waste arisings from construction are considered to result in slight adverse effect upon landfill capacity, which is considered **not significant**.

Noise and vibration – No significant effects are expected during construction as a result of noise that arise from activities such as earthworks and piling.

During operation building services noise would be controlled to limits such that no significant effects would arise.

Socio-economics – Employment and inward investment to the regional economy generated as a result of the construction and operation of the Proposed Development is considered to be **major beneficial**, and therefore **significant**.

Traffic and transport – As a result of changes in traffic flow due to traffic generated by the Proposed Development, drivers may be delayed at some local junctions surrounding the Site, resulting in a minor adverse effect, **not significant**. There is a negligible effect on accidents and safety rates, also considered **not significant**.

Non-motorised users on Station Road and West Leake Road in East Leake, and Main Street in West Leake, may be impacted as a result of increased traffic flows making road crossings more difficult. This results in a moderate adverse effect, which is considered **significant**.

A number of Public Rights of Way cross the Site, and will be re-routed and reconnected, maintaining the existing pedestrian routes in the area. As a result of the Proposed Development, some route distances crossing the Site will become longer, resulting in a minor adverse effect, considered **not significant**. The amenity of these routes is expected to be slightly impacted as routes will be closer to buildings than the existing Public Rights of Way, resulting in a neutral effect, **not significant**.

Water environment – With the adoption of pollution prevention measures and construction best practice, **no significant effects** are expected to occur to water based receptors during construction. A number of sustainable urban drainage measures are proposed in order to manage surface water drainage and flood risk during operation such that **no significant adverse effect** would result.

Cumulative effects – An assessment has been undertaken to understand any in-combination and cumulative effects of the Proposed Development. In-combination effects are those which may be a result of the combined action of different environmental impacts from the Proposed Development upon the same receptor(s), i.e. human / residential receptors. Cumulative effects are those which may occur due to the ‘cumulation’ or combined action of a number of different projects and developments cumulatively with the Proposed Development, on the same receptor. There are considered to be **no significant** in-combination or cumulative effects as a result of the Proposed Development.

7.7 Transport Assessment

A Transport Assessment has been prepared to support the development of the LDO, reporting on the transport impacts of the Proposed Development and considering appropriate mitigation measures. The following is an extract of the main findings and conclusions.

Transport modelling

The East Midlands Gateway Model (EMGM) has been used to appraise transport impacts due to the Proposed Development. An Area of Influence (AOI) was established and the calibration and validation of the model within this area was tested. It has been concluded that the EMGM is fit for the purpose of assessing the impacts of the Proposed Development.

Reference case

The Reference Case represents the transport conditions in the future without the Proposed Development and includes estimates of traffic from committed developments and committed infrastructure improvements. The committed schemes were recently updated with information from the relevant authorities. The Reference Case also includes East Midlands Airport growth and development at the other two sites of the East Midlands Freport: the East Midlands Intermodal Park and the site at East Midlands Airport.

In general, the forecast growth in traffic from 2016 indicated substantial increases on the A453 between Castle Donington and the A52 Clifton Boulevard. Increases also occurred on the M1 corridor, the A50 Derby Southern Bypass, sections of the A52 and the A6. To a lesser extent, and in the vicinity of the Site, there are increases on the A6006 between the A6 and the A46, West Leake Lane towards the A6006, and Green Lane and Farnborough Road in Clifton.

There are also reductions in traffic flows on local roads in Kegworth and Castle Donington due to the implementation of a bypass; in Gamston and Edwalton due to A52 improvements; and in the Sinfyn and Rolls Royce areas of Derby due to the new A50 junction to serve the South Derby Growth Zone.

Trip generation

Based on the Proposed Development land uses, including the retained and consented EMERGE Centre, it is estimated that there would be 2,712 car person trips and 143 public transport person trips in the AM peak hour, and 1,973 car person trips and 99 public transport person trips in the PM peak hour. These trips have been used in the EMGM With Development modelling scenarios.

2026 With Development (no mitigation)

The combined impact of the traffic generated by the Proposed Development and the consequential reassignment of baseline traffic in 2026, leads to increases in total traffic of more than 10% on sections of the A453 particularly close to the Site, the M1, A50, Green Lane, Clifton Road and roads to the south of the Site, including West Leake Lane, Station Road, Melton Lane, Trowell Lane, Gotham Road, Main Street (West Leake)/West Leake Road/Station Road, Main Street (East Leake), Leake Road, Side Ley and Derby Road, in one or both peak hours.

There are smaller percentage increases on other road links as well as decreases in traffic predicted on sections of the A453, M1, A52, A50 and Derby Road. This is as a consequence of traffic seeking alternative routes due to wider congestion.

There are increases in heavy goods vehicles (HGVs) of more than 10% forecast on various sections of the A453, the M1, A52 Brian Clough Way, West Leake Lane north of the weight restriction, Green Lane, Clifton Road and Wilford Road in Clifton/Ruddington.

The combined impact generally results in similar or slightly worsened operation of the junctions on the road network local to the Site, compared to the Reference Case. The detailed junction modelling indicates that the operation of the Farnborough Road Roundabout, Finger Farm Roundabout, M1 junction 23A, M1 junction 26 and the A50 junction 2 would be similar to the Reference Case, whilst the operation of the A453/Green Lane/Village Road junction, Crusader Roundabout and M1 junctions 24/24A and 25 would be worsened.

The Mill Hill Roundabout, A453/West Leake Lane dumbbell roundabout and A50 junction 1 would operate within their capacities. The three roundabouts forming the A453/East Midlands Parkway/Kegworth Road junction would also be operating within capacity, but the western access to the Northern Area would be operating above its capacity.

Mitigation proposals

The general approach to mitigate for transport impacts is to build on the existing public transport offer provided by East Midlands Parkway railway station, local bus routes and the Nottingham Express Transit (NET) tram. In addition, key highway constraints are improved, where practicable, to accommodate the traffic generated by the Proposed Development and to reduce the amount of future baseline traffic displaced by development traffic, thus reducing impacts on the wider road network.

The measures proposed to mitigate for the transport impacts of the development are:

- Creating a new pedestrian link from the Site to the eastern side of East Midlands Parkway station;
- Maintaining the rail freight siding on the Site to encourage rail freight as an alternative to road haulage;
- Implementing a site shuttle bus to transport people around the Site, connecting with the station and mobility hubs;
- Working with bus operators to encourage the Skylink Express, Airway 9 and the MY15 services to stop at the Site;
- Providing an on-site shared bike / electric scooter or similar service, allowing people to pick up a bike/scooter near the station and at mobility hubs to access their final destination;
- Contributing to a traffic management study for local roads around Clifton to minimise “rat-running”;
- Improving Junction 24 on the M1, which may be best served by a strategic intervention to support economic growth in the East Midlands;
- Improving the western highway access to the Northern Area;
- Improving the West Leake Lane access to the Southern Area;
- Contributing to cycle improvements for cycle routes accessing the Site; and
- Appointing a Site Wide Travel Plan Coordinator to promote and implement the Site Wide Travel Plan.

As a result of the mitigation, the EMGM forecasts that 80.4% of people travelling to/from the Site would travel either as a car driver or passenger, and 15% would travel by public transport (13.6% by rail and 1.4% by bus).

With the mitigation in place, the Proposed Development results in an increase of over 10% in the total number of vehicles on various sections of the Strategic Road Network, including sections of the A453, M1

and A50, compared to the Reference Case. The largest percentage increase occurs between M1 junction 24 and the Site. The improvement to M1 junction 24 generally draws back some of the traffic that was re-routing in the With Development scenario to avoid congestion, particularly in the 2026 AM peak.

To the south of the Site, in the rural areas, there are increases in total vehicles greater than 10% on a number of local roads. The higher percentage impact on these roads in Kingston on Soar, West Leake, East Leake and Kegworth, is in part due to the lower baseline traffic. The increase ranges between 1 and 3 vehicles per minute in the 2026 AM and PM peak hour. Use of these routes is likely to be due to staff living in the villages, the roads being the most direct route to the south, and potentially people avoiding congestion at M1 junction 24 or in Clifton.

In Clifton there are total vehicle increases of more than 10% on Green Lane and on Flawforth Lane. The largest increase of approximately 3 vehicles per minute occurs on Green Lane in the 2026 AM and PM peak hour. Green Lane could be one of the roads used to avoid congestion on the A453, and which could form part of the traffic management study to minimise re-routing on less appropriate roads.

There are increases in HGVs of more than 10% forecast on various sections of the A453, the M1, A52 Brian Clough Way, West Leake Lane north of the weight restriction, Green Lane, Clifton Road and Wilford Road in Clifton/Ruddington.

Detailed junction modelling of the improvement at M1 junction 24 shows that the junction operation would be improved compared to the Reference Case, with more traffic able to enter the junction. However, the improvements do not resolve the underlying congestion issues which are associated with future baseline traffic including the forecast airport growth, committed developments and the other two sites of the East Midlands Freepoint.

The upgrading of the western access to the Northern Area with traffic signals will resolve the capacity issues at the A453/East Midlands Parkway/ Kegworth Road junction in the With Development scenario.

The EMGM indicates that the proposed measures have mitigated 75% of the Proposed Development impact in the 2026 AM peak and 69% in the PM peak hour.

Travel Plan

A core component of the mitigation proposals has been to develop a Site Wide Travel Plan Framework (SWTPF) (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004), submitted with the LDO. This sets out measures that will be implemented to promote sustainable travel to the Site. This document covers the planning phase of the Proposed Development. During occupation, responsibility for the Site Wide Travel Plan (SWTP), which will be prepared based on the framework and principles of the SWTPF, will lie with the management team for the Site and the appointed Travel Plan Co-ordinator. Individual occupiers will be responsible for preparing a Plot Specific Travel Plan (PSTP) which will be set within the framework and principles set out in the SWTP.

Aims:

The SWTPF mainly focuses on staff related to the Proposed Development. The measures suggested within the SWTPF are intended to encourage travel by sustainable and active modes of transport.

The overarching aims of the SWTPF for the development seek to:

- Influence the travel behaviour of staff and visitors;
- Encourage travel by cycle, on foot and by public transport by highlighting their accessibility and availability;
- Reduce car-based/single occupancy trips generated by the Proposed Development; and
- Promote healthy lifestyles, sustainable and active travel, and vibrant communities.

Objectives:

The objectives of the SWTPF respond to these aims through:

- Promoting the existing and proposed public transport connections in the area including National Rail, bus services and the NET tram, and the availability of the shuttle bus and shared bikes for onward travel within the Site;
- Promoting cycling for journeys to and from work, and walking and cycling during the day in order to improve health and to minimise the impact of the Proposed Development on the local transport networks;
- Positively promoting, whilst not aspiring to dictate, the lifestyles of the staff of the Proposed Development; and
- Linking the Proposed Development to the surrounding communities by the strong promotion of public transport and cycling, thus minimising the impact of the Proposed Development on the highway infrastructure in its vicinity.

A Site Wide Travel Plan Coordinator (TPC) will be appointed prior to first occupation of the Site, to deliver the actions set out in the SWTP. The Site Wide TPC will be responsible for the Site as a whole. The name, address, telephone number and email address of the Travel Plan Co-ordinator will be provided to the local highway authority once they have been appointed.

For each plot, the occupier will be required to appoint a TPC to prepare and implement a PSTP.

Appendix A – Ratcliffe-on-Soar LDO: Full document list

Document	Reference Number
LDO Documents	
Ratcliffe-on-Soar Local Development Order and Statement of Reasons	RBCLDO-ARUP-ZZ-XX-RP-YP-0002
Design Guide	RBCLDO-ARUP-ZZ-XX-RP-A-0001
Parameter Plans – Development Plots	RBCLDO-ARUP-ZZ-XX-DR-A-0011
Parameter Plans – Access and Circulation	RBCLDO-ARUP-ZZ-XX-DR-A-0012
Parameter Plans – Strategic Infrastructure Zones	RBCLDO-ARUP-ZZ-XX-DR-A-0013
Parameter Plans – Permitted Uses	RBCLDO-ARUP-ZZ-XX-DR-A-0014
Parameter Plans – Strategic Landscape	RBCLDO-ARUP-ZZ-XX-DR-A-0015
Parameter Plans – Maximum Heights	RBCLDO-ARUP-ZZ-XX-DR-A-0016
Parameter Plans – Site Sections	RBCLDO-ARUP-ZZ-XX-DR-A-0017
Parameter Plans – Rail Information	RBCLDO-ARUP-ZZ-XX-DR-A-0018
Parameter Plans – Proposed Site Levels	RBCLDO-ARUP-ZZ-XX-DR-A-0019
Supporting Documents	
Site Location Plan	RBCLDO-ARUP-ZZ-XX-DR-A-0001
LDO Boundary	RBCLDO-ARUP-ZZ-XX-DR-A-0002
Freeport Plan	RBCLDO-ARUP-ZZ-XX-DR-A-0003
Existing Site Plan	RBCLDO-ARUP-ZZ-XX-DR-A-0004
Topography Plan	RBCLDO-ARUP-ZZ-XX-DR-A-0005
Illustrative Masterplan	RBCLDO-ARUP-ZZ-XX-DR-A-0030
Illustrative Masterplan – Building and Uses	RBCLDO-ARUP-ZZ-XX-DR-A-0031
Illustrative Masterplan – Development Phasing	RBCLDO-ARUP-ZZ-XX-DR-A-0032
Environmental Statement (Vol 1 Non-technical Summary)	RBCLDO-ARUP-ZZ-XX-RP-YE-0001
Environmental Statement (Vol 2 Main Text)	RBCLDO-ARUP-ZZ-XX-RP-YE-0002 to RBCLDO-ARUP-ZZ-XX-RP-YE-0021
Environmental Statement (Vol 3 Drawings)	RBCLDO-ARUP-ZZ-XX-DR-YE-0001 to RBCLDO-ARUP-ZZ-XX-DR-YE-0068
Environmental Statement (Vol 4 Appendices)	RBCLDO-ARUP-ZZ-XX-RP-YE-0022 to RBCLDO-ARUP-ZZ-XX-RP-YE-0063
Transport Assessment	RBCLDO-ARUP-ZZ-XX-RP-YP-0003
Site Wide Travel Plan Framework	RBCLDO-ARUP-ZZ-XX-RP-YP-0004
Utilities Strategy Report	RBCLDO-ARUP-ZZ-XX-RP-CU-0001
Flood Risk Assessment	RBCLDO-ARUP-ZZ-XX-RP-YE-0063
Surface Water Drainage Strategy	RBCLDO-ARUP-ZZ-XX-RP-CD-0001
Energy Strategy	RBCLDO-ARUP-ZZ-XX-RP-N-0001
Arboricultural Survey	RBCLDO-ARUP-ZZ-XX-RP-YP-0005
Statement of Community Involvement	RBCLDO-ARUP-ZZ-XX-RP-YP-0001

Appendix B – Application for a Certificate of Compliance Process

Guidance Note

It is a requirement that potential developers and occupiers wishing to carry out development permitted by the Ratcliffe-on-Soar Local Development Order (LDO) shall submit an Application for a Certificate of Compliance prior to commencement of development. This includes all development permitted by the LDO, including delivery of infrastructure. No development should be commenced before formal notification has been received from the Council that the Certificate of Compliance has been approved.

The purpose of the Application for a Certificate of Compliance is to ensure that high-quality, sustainable development comes forward at the Site, in line with the aspirations and objectives of the Ratcliffe-on-Soar LDO and its supporting documents and that the mitigation identified through the Environmental Impact Assessment, Transport Assessment and other supporting studies is delivered.

A copy of the Application Form is provided below which sets out (at Section 10) the accompanying information which must be provided by the developer with their application, where relevant.

Prior to completion of this Application Form, Rushcliffe Borough Council strongly recommends that potential developers and occupiers review and take note of the following key documents:

- **Ratcliffe-on-Soar Local Development Order and Statement of Reasons:**
 - Part 1 of this document sets out the development for which the Ratcliffe-on-Soar LDO grants planning permission, the conditions associated with any permitted development and the process which must be followed to achieve a Certificate of Compliance prior to implementation.
 - Part 2 of the document sets out the wider context for the Ratcliffe-on-Soar LDO, the Statement of Reasons, the strategic and planning policy considerations, and other items required by the legislation and LDO regulations.
- **Ratcliffe-on-Soar LDO Design Guide:**
 - This document sets out the ‘Key Design Principles for Compliance’, which will need to be evidenced by potential developers and occupiers when completing this Application Form for a Certificate of Compliance.
- **Ratcliffe-on-Soar Parameter Plans**
 - These set out the key parameters, within which development should be undertaken. Amongst others these include the location of particular uses, transport and other on-site infrastructure corridors and building heights.
- **Ratcliffe-on-Soar LDO Environmental Statement:**
 - This document identifies how the construction, design and implementation phases must include mitigation which positively responds to the local environment, including the provision of Biodiversity Net Gain measures. This forms the basis of the Schedule of Mitigation Requirements, which is included as part of this Certificate of Compliance Application Form.
- **Ratcliffe-on-Soar Transport Assessment and Site Wide Travel Plan Framework**
 - These documents identify the key mitigation measures for transport related impacts that should be delivered on and off-site through the provision of an updated Transport and Biodiversity Mitigation Strategy and site-specific Travel Plan.
- **Other supporting studies**
 - Energy Strategy
 - Flood Risk Assessment
 - Utilities Report

- Surface Water Drainage Strategy
- Arboricultural Assessment

Completion of this Application Form and provision of supporting information will enable the Council, as the Local Planning Authority, to assess the proposals in line with the LDO, Parameter Plans and Design Guide. The Application Form will also enable potential developers and occupiers to refine and adapt their proposals to ensure they are compliant with the vision, objectives, parameters and requirements of the LDO.

The Council recommends that potential occupiers and developers seek pre-application advice prior to submission of their Application for a Certificate of Compliance. The Council will notify key council members at its discretion and will consult with relevant consultees to seek advice and guidance as to proposed submission and mitigation requirements. This will help to ensure that any proposed development under the LDO is in line with the objectives, parameters and requirements of the LDO, and is likely to speed up the compliance process when submissions are formally received, although is no guarantee of a positive outcome.

How to submit an Application for a Certificate of Compliance

The completed Application Form, along with the necessary accompanying documents, should be submitted electronically to Rushcliffe Borough Council at:

planningandgrowth@rushcliffe.gov.uk

Alongside this, a fee payment will be required, which is calculated according to the overall quantum of permitted development which is being sought under the Ratcliffe-on-Soar LDO. The fee will be based on the equivalent nationally set fees for Approval of Reserved Matters applications. If the Council believe that the application is invalid for any reason they will confirm in writing within 5 working days of receipt of the application, setting out the reasons for this. Failure to provide the requested information within 28 days of receipt of the Council's notification will render the application invalid and all documentation and fees paid will be returned to the applicant. In the event of a dispute the matter will be referred to the Service Manager Planning, whose decision will be final.

What happens next?

Following validation of the submission, a determination period of 8 weeks will apply to any applications under the LDO. If the application is deemed to be acceptable and therefore permitted development under the LDO, the Council shall issue a Certificate of Compliance, following which development may commence.

If the Council requires further information to make an assessment, rather than issue a response of non-compliance, we will seek to agree a reasonable timescale with you.

If you wish to make minor amendments to your proposal following a successful compliance application, please resubmit all documents including a re-completed copy of this form together with an explanation of the extent of such alterations (including clear direction to where such changes are demonstrated within your submission). A fee will not be charged for amendments on such applications.

If the application is not considered to be in accordance with the requirements of the LDO, a Certificate of Compliance will not be issued, and no development will be permitted.

Ratcliffe-on-Soar Local Development Order Application for a Certificate of Compliance

1. Applicant Name and Address

Title: First name:
Last name:
Company (optional):
Address:
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Email: Tel:

2. Agent Name and Address

Title: First name:
Last name:
Company (optional):
Address:
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Email: Tel:

3. Pre-application Advice

Has assistance or prior advice been sought from Rushcliffe Borough Council about this application? Yes / No

If Yes, please complete the following information about the advice you were given.

Officer name:
Reference: Date of advice:

Details of pre-application advice received:
.....
.....
.....
.....
.....

4. Authority Employee / Member

It is an important principle of decision-making that the process is open and transparent. For the purposes of this question “relating to” means related, by birth or otherwise, closely enough that a fair-minded and informed observer, having considered the facts, would conclude that there was bias on the part of the decision-maker in the local planning authority.

Do any of the following statements apply to you and / or agent?

With respect to the Authority, I am:

- a. a member of staff
- b. an elected member
- c. related to a member of staff
- d. related to an elected member
- e. other relation to the Authority

Yes / No

If Yes, please provide details of their name, role and how you are related to them.

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5. Description of Your Proposal

Please provide a description of your proposal and provide a site address or grid reference for the proposed development.

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6. Compliance with Use Classes and Limitations

Your proposal(s) must comply with the Schedule of Land Uses and Restrictions. Please complete the table below to demonstrate compliance. The Design Guide sets out the acceptable location and distribution of land uses across the Site. If your proposal is not compliant, please refine your proposal and do not continue with this Application Form.

Permitted Use	Planning Class	Restrictions	Applicant Response	Proposed Floor Space (m ²)
Energy Generation and Storage	Sui Generis*	Excluding wind generation		
Advanced Manufacturing and Industrial	B2 & E (g) (iii)	–		
Data Centre	B8 / Sui Generis*	–		

Permitted Use	Planning Class	Restrictions	Applicant Response	Proposed Floor Space (m ²)
Logistics, storage and distribution	B8	Logistic uses shall be limited to a maximum of 180,000 m ² GFA on the Northern Area.		
Research and Development	E (g) (ii)	–		
Offices	E (g) (i)	–		
Education (skills and training)	F1 (a)	–		
Complementary Uses, including: Active Travel Mobility Centres Small scale retail Food and beverage Hotel and ancillary meeting facilities Creche/Day Nursery Gym/Fitness facility	F2 (a) E (b) & Sui Generis* C1 E(f) E(d)	All uses to be of scale to serve development only Maximum 280 m ² retail Maximum 150 beds hotel Food and beverage: Maximum 1 × Cafe/ Bar and 1 × hot or cold food takeaway Maximum 1 × Creche/Nursery and 1 × Gym/Fitness facility		

*Not falling into a particular Use Class

Key Characteristics

In order to ensure that the proposal reflects the Vision for the site, the Design Guide requires that any development meets the Key Characteristics set out in Principle LU6 and in Section 2.4 of the LDO. In order to comply with these requirements you should set out in the table below which characteristic(s) you believe apply to your development. Please provide supporting information to evidence how your development will satisfy at least one of these characteristics.

Characteristic	Characteristic that applies (Please put X in any relevant box)	Evidence provided
1) Provide high quality employment, well paid, highly skilled jobs		
2) Produce technology needed to deliver the net-zero transition		
3) Produce, store and/or manage low-carbon and green energy		
4) Businesses with high energy demands – where co-location allows energy to be used more efficiently		
5) Modern industrial or logistics facilities applying high-tech processes to improve efficiency		
6) Promote cross-fertilisation of ideas and innovation through education or training		
7) Provide complementary services primarily to support the occupiers of the Site.		

7. Compliance with Parameter Plans and Design Guidance

The Parameters that underpin redevelopment of the Site are intended to provide occupier flexibility and have been developed to respond to the clean growth agenda and shift to a low-carbon economy, market requirements and the competitive advantages of the Site.

Full guidance on the Parameter Plans can be found in the Design Guide. Your proposal must be in accordance with the Parameter Plans and Design Guidance.

Please identify and explain in the table below how your proposal is compliant in with the Parameter Plans, with reference to your submitted drawings where appropriate.

Parameter Plan	Compliance Question	Applicant Compliance Response
Development Plots	Does the proposal fall within one of the development plots? If it does please identify which plot.	
Access and Circulation	How does the proposal fit within and connect with the access and connectivity routes?	
Strategic Infrastructure Zones	How does the proposal consider the strategic infrastructure zones?	
Permitted Uses	Does the proposal fall within one of the permitted uses for the plot?	
Strategic Landscape	Does the proposal include delivery of strategic landscaping?	
Maximum Heights	Does the proposed building or buildings fall within the maximum height for the plot?	
Site Sections	Does the proposal accord with the site sections?	
Rail Information	Does the proposal have any direct interaction with the rail infrastructure on-site?	
Proposed Site Levels	Does the proposal accord with the proposed site levels?	

With reference to the Design Guide, please identify in the table below how your proposal is compliant in with the Design Guidance.

Land Use

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
LU1	Make efficient use of land.	
LU2	Locate public face for buildings, onto streets and pedestrian routes, and amenity areas. Locate plant, storage yards, and external servicing equipment out of sight from public realm areas.	

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
LU3	Group similar business types and uses together.	
LU4	Create an environment to attract and retain businesses and people.	
LU5	Create an attractive, well designed approach from principal highway and rail entrances into the site (Zones J, E & G).	
LU6	Ensure development accords with the Vision for the site to become a centre for low-carbon energy generation and storage uses that are efficient in their use of energy, provide facilities for advanced manufacture, including technologies needed to transition to net-zero, or that provide research and/or training facilities for innovation of technologies needed to transition to net-zero.	
LU7	Complementary uses (Zones E and J only) designed to primarily support the users of the businesses and people working within the Site.	

Transport

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
T1	Prioritise pedestrian / cycle users	
T2	Accommodate public transport access.	
T3	Minimise impact on PROWs and enhance their environment where diversion is needed.	
T4	Provide mobility hubs particularly at key arrival points and where routes come together as 'place making nodes'. Mobility hubs to include: public or shuttle bus stops, access to bicycles and e-scooters.	
T5	Maximise potential to connect to EMP Station, considering future HS2 terminal.	
T6	Maximise benefit and strategic advantage of existing site rail infrastructure.	
T7	Manage HGVs to operate safely with pedestrians, cyclists and micro-mobility.	

Infrastructure and Services

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
IS1	Design and layout should maximise use of key site infrastructure.	
IS2	Infrastructure and utilities designed to support the clean growth and smart industrial park vision for the Site.	
IS3	Sitewide utilities and services to be provided within the road corridor.	
IS4	Surface water to be managed in accordance with drainage strategy.	
IS5	Infrastructure and utilities to be designed to allow for maintenance without impacting access routes.	
IS6	Reduce outbound waste stream.	
IS7	Ensure efficient land remediation.	
IS8	External Lighting.	

Building Heights and Design

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
BH1	Building heights.	
BH2	Plot I set back.	
BH3	Chimneys and Flues.	
BH4	Landmarks which celebrate the transformation of the site to a centre for green and carbon energy and focal points.	
BH5	Impact on residential amenity.	

Architectural Treatment

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
A1	Building massing – To mitigate the visual impact of the proposal from roads and other spaces outside the development.	
A2	Geometry – Provide simple volumes with clear legibility of overall massing and form.	

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
A3	Roofscape – To mitigate visual impact from public roads and spaces.	
A4	Materials and Colours – To provide variety in otherwise blank elevations	
A5	Separate main entrances from services yards.	
A6	Design for climate change mitigation	
A7	Provide adequate daylighting	
A8	Zone J	
A9	Buildings facing A453 – To mitigate visual impact and bulk of buildings facing A453	

Strategic Landscape

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
SL1	Create strong strategic buffer landscape at edges of the Site.	
SL2	Maximise opportunities to integrate biodiversity.	
SL3	Ensure that internal streets and spaces have a landscape structure which make them attractive to occupiers and their workforce.	
SL4	Reserve zone for potential future tram and landscape appropriate to this.	
SL5	Ensure drainage features and waterbodies are integrated into the sitewide design.	
SL6	Recognise key arrival points within the Site and areas where routes come together as ‘placemaking nodes’.	
SL7	Ensure sitewide and plot external lighting is designed to provide a safe and attractive environment for site users whilst minimising impacts on the surrounding rural environment, ecological habitats and skyglow.	

8. Mitigation Measures to be delivered as part of the Application

The mitigation measures necessary to address the impacts arising from the Development are set out in the Mitigation Requirements in Table C in Appendix C of the LDO. The applicant must submit a Transport and Biodiversity Mitigation Strategy in accordance with the requirements of condition 5 of the LDO, unless it can be justified that one is not required. In the table below the applicant must set out those specific

mitigation measures that will be delivered as part of and/or alongside the application for a Certificate of Compliance.

Document (Applicant to directly copy over from Table C: Mitigation Requirements)	Mitigation Requirement (Applicant to directly copy over from Table C: Mitigation Requirements)	Proposed Mitigation (Applicant to set out what they are providing, and how and when they will be providing the mitigation.)

9. Conditions

No	Condition	Applicant response
1.	<p>The LDO and the terms within it will be active for a period of 25 years following the day of its adoption and will expire following this period. The Council will review progress with the LDO on the 3rd anniversary of its adoption and at 5 yearly intervals thereafter, to be able to fully reflect on the continued suitability of the LDO in the light of any changes to planning policy and market conditions. The review will be completed within 28 days of the review anniversary and at the end of the review the Council will determine whether to:</p> <ul style="list-style-type: none"> • Retain the LDO as it stands for the remaining years of its life; • Retain the LDO but revise some elements / provisions of the LDO; or • Revoke and cancel the LDO. <p>Development which has a valid Certificate of Compliance at the time of any revision or revocation may be commenced under the provisions of the LDO up to 3 years from the date of revocation or revision.</p>	
2.	<p>The development hereby permitted must not be commenced in relation to any part of the Site until an Application for a Certificate of Compliance for the development of that part of the Site has been submitted to the Council (in accordance with Appendix B of this LDO) and a Certificate of Compliance has been issued in respect of that development by the Council.</p>	
3.	<p>All development permitted by this LDO must be carried out strictly in accordance with all of the following:</p> <ul style="list-style-type: none"> • the criteria and conditions set out within the LDO and all of its 	

No	Condition	Applicant response
	<p>accompanying Parameter Plans and Design Guide;</p> <ul style="list-style-type: none"> the Certificate of Compliance Application Form and all of its accompanying documents; and the conditions contained within any Certificate of Compliance issued by the Council. 	
4.	<p>Not less than 14 days prior to the commencement of development on that part of the site, an LDO Commencement Notice shall be submitted to the Council.</p>	
5.	<p>Prior to the first submission of an application for a Certificate of Compliance, a Transport and Biodiversity Mitigation Strategy shall be submitted to and approved in writing by the Council.</p> <p>This should demonstrate how the measures contained within the Schedule of Mitigation Requirements at Appendix C of this LDO will be delivered in a progressive manner alongside the phased development of the whole Site.</p> <p>The Approved Transport and Biodiversity Mitigation Strategy must be updated and submitted with each Certificate of Compliance Application to demonstrate that the appropriate mitigation is being delivered and/or to reflect a material change in circumstances.</p> <p>All development carried out within the Site must be in accordance with the Approved Transport and Biodiversity Mitigation Strategy.</p>	
6.	<p>No building that results in the total quantum of development on the Site exceeding 610,000 m² GFA, or which generates in excess of 560 vehicle trips to the development in the morning peak period (08.00 to 09.00), may be occupied until the M1 Junction 24 improvement works identified in the Transport Assessment (or other mitigation measures agreed with the Council and National Highways) have been implemented or an agreement is in place between the developer and the relevant highway authority for the delivery of these works.</p>	
7.	<p>The development hereby permitted must not be commenced in relation to any part of the Site until a Code of Construction Practice (CoCP) for that development has been submitted to and approved in writing by the Council. The CoCP must address all construction impacts identified in the Environmental Statement and as summarised in Table C in Appendix C of this LDO. The development shall only be carried out in accordance with the approved CoCP.</p>	
8.	<p>The development hereby permitted must not be commenced in relation to any part of the Site and there must not be any preparatory operations in connection with the development carried out on any part of the Site (including site clearance works, fires, soil moving, temporary access construction and/or widening, or any operations involving the use of motorised vehicles or construction machinery) until an Archaeological Remains Management Plan: Outline Mitigation Strategy (ARMP:OMS) has been submitted to and approved in writing by the Council.</p> <p>The ARMP:OMS must outline the archaeological mitigation that is required in respect of each plot or development area within the Site and include provision for the monitoring of each plot or development area by a suitably qualified archaeologist or archaeological organisation as development is undertaken. The ARMP:OMS must be updated with each application for a Certificate of Compliance to reflect the understanding of the archaeological potential of the Site as development progresses.</p> <p>All applications for a Certificate of Compliance submitted under this LDO in respect of a specific plot or development area must include a Written Scheme of Archaeological Investigation (WSAI) which, as a minimum, must include a desk based assessment of the plot or development area. The WSAI must be prepared by a suitably qualified archaeologist or archaeological organisation and identify the extent and</p>	

No	Condition	Applicant response
	<p>significance of any archaeological items or features that might be affected by the development of the plot or development area and propose a mitigation strategy for such items or features (i.e. preservation by record, preservation in situ or a mix of these elements), having regard to the latest version of the ARMP:OMS. If the WSAI identifies a potential for archaeology within the plot or development area, then development within that plot or area must not be commenced and there must not be any preparatory operations in connection with the development of that plot or area (including demolition, site clearance works, fires, soil moving, temporary access construction and/or widening, or any operations involving the use of motorised vehicles or construction machinery) until a Written Programme of Archaeological Investigations (WPAI) has been submitted to and approved in writing by the Council. The WPAI must include the following:</p> <ul style="list-style-type: none"> • a methodology for site investigation and recording of archaeological items and features; • a timetable for carrying out such investigations on the site; • a programme for post investigation assessment; • provision for the analysis of the site investigations and recordings; • provision for the publication and dissemination of the analysis and records of the site investigations; • provision for the archive deposition of the analysis and records of the site investigation; and • nomination of the qualified archaeologist or archaeological group who will undertake the works set out in the WPAI. <p>The development of the plot or development area must be carried out and completed in accordance with the approved WSAI and any WPAI.</p> <p>The development of the plot or development area must not be occupied or first brought into use until a written report detailing the results and post investigation assessments of any archaeological works that have been undertaken on the plot or development area has been submitted to and approved in writing by the Council.</p>	
9.	<p>The development hereby permitted must not be commenced on any part of the Site until a Local Labour Agreement (LLA), for the Site's construction phase(s), has been submitted to and approved in writing by the Council. The LLA must show how opportunities for people living in the locality, including employment, apprenticeships and training, will be provided throughout the construction phase(s) of the Site. All development of specific plots or development areas within the Site must be carried out in accordance with the approved LLA.</p>	
10.	<p>Prior to any development within any part the Site being occupied or first brought into use, a Site Wide Travel Plan (SWTP) must be submitted to and approved in writing by the Council. The SWTP must be informed by and incorporate the measures included in the Site Wide Travel Plan Framework document prepared in support of the LDO and must make provision for the appointment of a Site Wide Travel Plan Coordinator along with arrangements for monitoring and review of the SWTP.</p> <p>All applications for a Certificate of Compliance submitted under this LDO in respect of a traffic generating use of a specific plot or development area must include a Plot Specific Travel Plan (PSTP). The PSTP must be based upon the approved SWTP, with a monitoring regime to achieve preliminary modal shift targets and supporting mechanisms for securing additional sustainable transport measures. The development must be operated in accordance with the approved PSTP and SWTP.</p>	
11.	<p>The development hereby permitted must not be commenced in relation to any part of the Site until a Phasing Plan (PP) has been submitted to and approved in writing by the Council. The PP must set out a programme and methodology for the phased delivery of each of the</p>	

No	Condition	Applicant response
	<p>specific development plots, the on-site strategic transport provision, landscaping, infrastructure and utilities.</p> <p>The PP must be updated and submitted with each application for a Certificate of Compliance submitted under this LDO to demonstrate that the appropriate sitewide infrastructure is being delivered as required and/or to reflect a material change in circumstances. The development must be carried out in accordance with the approved PP.</p>	

10. Submission Checklist

The following forms, plans and information are mandatory and, where appropriate for the type of development proposed, must be submitted with all applications for a Certificate of Compliance under the Ratcliffe-on-Soar Local Development Order. It is appreciated that in some cases not all requirements will be applicable and if the details are not being provided a reason must be given.

The submission checklist below is intended to be used as a reference for ensuring that all matters are covered when an application is submitted. Clear reasons should be given if any information that is required is not submitted.

Document	Yes	No	Applicant notes (i.e. drawing / document references)
Completed Application Form (Sections 1–12)			
The correct application fee			
Location plan – showing the application site and all adjoining development at a scale of 1:1250 or 1:2500			
Block/layout plans – showing the application site with the proposal coloured or otherwise clearly marked, the direction north, the boundaries (fences/walls etc) to the property, the immediately adjacent properties and any trees, hedges, accesses and parking at a scale of 1:500 or 1:200 with written dimensions, including to the boundaries, positions and spread of trees, the extent and type of hard surfacing and boundary treatment			
Elevations – Where new buildings are proposed, elevation plans showing all proposed elevations of the development, at a scale of 1:50 or 1:100 as appropriate. Critical dimensions should be marked in metric measurements on (i.e. width, length and height to eaves and ridge of building).			
Floor plans – of all floors to a scale of 1:50 or 1:100 as appropriate. Critical dimensions should be marked in metric measurements on (i.e. width, length and height to eaves and ridge of building).			
Finished floor and site levels – Plans and sections through the proposed site and all proposed buildings and through adjacent land and building(s), indicating existing and proposed levels. Including, where necessary, reference to flood levels and impact on floodplain storage and flow paths (see Section 6 of the Flood Risk Assessment supporting the LDO).			
Car Parking – A Car Park layout plan and a Management Note to detail the parking arrangements, type of parking (e.g. cycle parking			

Document	Yes	No	Applicant notes (i.e. drawing / document references)
and storage, car share spaces, disabled access, EV charging and visitor provision). Parking provision must be in accordance with the standards set out in the Transport Assessment prepared to support this LDO.			
Movement Plan/Note – Indicating details of relevant on-site pedestrian and cycle links and facilities, mobility hubs and vehicle share schemes, any proposed PRow diversions.			
Proposed Materials – Schedule of materials to be used cross-referenced to annotated elevation drawings detailing the materials to be used in the construction of the external surfaces of any buildings, Additionally, if requested, including samples to be provided for on-site consideration.			
Detailed Landscaping Drawings – To include details of hard and soft landscaping, including species, numbers and heights of trees, plants and shrubs to be planted, means of enclosure, lighting and external surfacing details. The proposals shall specifically identify any planting provided as BNG mitigation and include details of arrangements for the management and maintenance of the approved landscaping for the lifetime of the development.			
Site Surface Water and Foul Drainage Plan – Showing the extent of drainage infrastructure to be provided and how this complies with the Surface Water Drainage Strategy prepared to support this LDO.			
Utilities Plan – A drawing showing the type and extent of utilities networks and related infrastructure to be provided.			
Protected and/or Invasive Species Survey and Mitigation Measures (if required) – i) A site walkover survey and ii) a detailed site specific survey in the case of any application for a Certificate of Compliance made after a period of 2 years from the date of adoption of the LDO. If protected and/or invasive species are identified, appropriate mitigation measures shall be proposed.			
<p>Aerodrome Safeguarding – A report, with reference to appropriate drawings, demonstrating that the development has been designed with regard to the safeguarding requirements of East Midlands Airport, including, where necessary:</p> <ul style="list-style-type: none"> • The scale of development has ensured heights / massing are minimised as far as possible. Construction machinery to be selected to ensure heights are a material consideration. • Lighting during construction and operation is designed (in liaison with East Midlands Airport) to minimise disturbance to aircraft. • Mitigation in terms of planting and ponds (landscape, water, ecology) has been cognisant of not increasing areas of open water that may attract large numbers of birds. A wildlife hazard assessment shall be undertaken at the appropriate 			

Document	Yes	No	Applicant notes (i.e. drawing / document references)
stage of design to fully consider any impact and mitigation requirements. <ul style="list-style-type: none"> Any proposed solar PV installation includes a glint and glare assessment at the appropriate stage of design. 			
Transport and Biodiversity Mitigation Strategy – Report setting out the strategy to progressively deliver all of the mitigation items required for the whole development.			
Mitigation Measures to be delivered as part of the Application (see Section 8 of this Application Form).			
Updated Phasing Plan – as required by condition 11.			
S106 Obligation or Heads of Terms (if appropriate).			
Plot Specific Travel Plan (if required)			

11. Application Fee Payment

I/we enclose payment of £.....

12. Declaration

I/we hereby apply for a Certificate of Compliance under the Ratcliffe-on-Soar Local Development Order, as described in this Application Form and the accompanying plans/drawings and additional information. I/we confirm that, to the best of my/our knowledge, any facts stated are true and accurate and any opinions given are the genuine opinions of the person(s) giving them.

Signed – Applicant:

Date:

Signed – Agent:

Date:

Appendix C – Schedule of Mitigation Requirements and Guidance to produce the Transport and Biodiversity Mitigation Strategy

Mitigation Requirements

The Environmental Impact Assessment, Transport Assessment and other supporting studies have identified mitigation requirements necessary to address the impacts arising from the Development. These are set out in Table C: Schedule of Mitigation Requirements (see below).

Table C also identifies the document in which each of the mitigation requirements should be addressed. It also confirmed when the document shall be submitted relative to the development programme.

As part of the Certificate of Compliance process developers must submit documents, designs and other information to demonstrate how the proposed development provides and/or satisfies these mitigation requirements. In section 8 of the Application Form, developers must also confirm the specific mitigation measures that will be delivered by the proposed development.

Developers are also required to submit a Transport and Biodiversity Mitigation Strategy setting out how the transport and Biodiversity Net Gain (BNG) mitigation requirements for the whole Site will be delivered. Guidance for producing this strategy is provided in the following section.

Table C: Schedule of Mitigation Requirements

Document	Mitigation Requirements	Reference	When document provided
<p>Parameter Plans and Design Guide Checklist (Section 7 of form) and Drawings</p>	<ul style="list-style-type: none"> • Avoidance of any impacts to the Scheduled Monument area (Roman Site on Red Hill) • Meet the requirements of the Design Guide. • The Proposed Development will follow the energy hierarchy: <ul style="list-style-type: none"> ○ Use less energy; needing less energy will be prioritised, with a fabric-first approach, and energy saving measures implemented across the Site. ○ Improving efficiency; including making use of waste heat available on the Site if available. ○ Maximise renewable energy generation. • External lighting designed to avoid spillage into adjacent habitats. • Light exclusion zones or Variable Lighting Regimes • Suitable measures for the management of newly created and retained habitat areas within the Site and off-site (where applicable). • Landscaping associated with buildings should include species which are nectar rich and attractive to invertebrates. • Co-operation between developers to promote cost-effective sustainable remediation which may be achieved between development plots. • Implementation of a positive drainage system to avoid infiltration. • Inclusion of cycle paths and footpaths within the site to support active travel and leisure and recreation opportunities. • Creating a strong strategic buffer landscape at edges of the site to link the site with its wider landscape and provide visual screening. • Consideration of the use of predominantly muted colours to help tie buildings into the wider landscape. 	<p>Environment Statement Vol 4 Appendix 20-1</p>	<p>With each application for a Certificate of Compliance</p>

Document	Mitigation Requirements	Reference	When document provided
	<ul style="list-style-type: none"> Retention of existing vegetation where possible, including the enhancement of this where appropriate. Provision of additional planting / visual screening to mitigate impacts upon landscape and visual receptors. 		
Transport & Biodiversity Mitigation Strategy	<p><u>Transport Mitigation</u></p> <ul style="list-style-type: none"> Creating a new pedestrian link from the Site to the eastern side of East Midlands Parkway station Maintaining the rail freight siding on the Site Implement a site shuttle bus to transport people around the Site, connecting with the station and mobility hubs located at the boundary of the Site Working with bus operators to encourage improved public transport; (including the potential to facilitate the Skylink Express, Airway 9 and the MY15 services to stop at the Site) Proposed management and provision of bus services to the Site during the Phasing of the development Providing an on-site shared bike / electric scooter or similar service, allowing people to pick up a bike/scooter near the station and at mobility hubs to access their final destination Contribution to a traffic management study for local roads around Clifton Improving Junction 24 on the M1 Improving the western (Parkway) highway access to the Site Improving the West Leake Lane access to formalise the junction. Contribution to cycle improvements for cycle routes accessing the Site 	Transport Assessment and Framework Travel Plan	With each application for a Certificate of Compliance (see LDO condition 5)
	<p><u>Biodiversity Net Gain</u></p> <ul style="list-style-type: none"> Delivery of the biodiversity units set out in paragraph 3.3 of the LDO 	Environmental Statement	
Code of Construction Practice (CoCP)	<ul style="list-style-type: none"> Dust mitigation measures. Proposed construction working / site hours. Site Waste Management Plan (SWMP) and Materials Management Plan (MMP). Soil Resource Management Plan (SRMP) Programming of site works/vegetation removal with regard to the bird nesting season. Provision of toolbox talks and training to all site personnel prior to construction. Presence and procedures for an Ecological Clerk of Works (ECOW) on Site during implementation of key mitigation measures. Preparation of Method Statement to avoid adversely impacting ecological features on Site. Invasive non-native plant species management plan. Pollution prevention. Measures to minimise potential impacts of additional lighting and noise and vibration during construction. 	Environment Statement Vol 4 Appendix 20-1	Prior to commencement (see LDO condition 7)

Document	Mitigation Requirements	Reference	When document provided
	<ul style="list-style-type: none"> Health and safety training and the provision and use of appropriate personal protective equipment (PPE) for construction personnel. Provision of risk assessments and method statements to be completed as part of the construction process and for future maintenance activities. Trees/vegetation protection measures. The design of hoardings. Stockpile heights for topsoil. Means to minimise noise emissions. A water quality monitoring programme 		
Archaeological Investigations and Archaeological Mitigation Strategy (if required)	<p>An Archaeological Remains Management Plan: Outline Mitigation Strategy (ARMP:OMS)</p> <p>Written Scheme of Investigation; Report on Archaeological Investigations undertaken (If required)</p> <p>Archaeological Mitigation Strategy (if required)</p>	Chapter 8 in Volume 2 of the ES	Prior to commencement (see LDO condition 8)
Local Labour Agreement	A Local Labour Agreement for the construction phase	Chapter 3 in Volume 2 of the ES	Prior to commencement (see LDO condition 9)
Travel Plan	<ul style="list-style-type: none"> Preparation of a Site Wide Travel Plan Appointment of a Travel Plan Coordinator Preparation of a Site Specific Travel Plan 	Site Wide Travel Plan Framework	Prior to occupation (see LDO condition 10)

Guidance for the production of the Transport and Biodiversity Mitigation Strategy

It is envisaged that the Transport and Biodiversity Net Gain mitigation requirements identified within the Environmental Statement and Transport Assessment will be delivered progressively alongside the development of individual plots and/or infrastructure works. There may also be other mechanisms to deliver some of the mitigation requirements which are not connected directly to Applications for Certificates of Compliance.

To demonstrate that the development of the whole site will deliver all the Transport and Biodiversity Net gain mitigation requirements, developers are required to submit a Transport and Biodiversity Mitigation Strategy with every application for a Certificate of Compliance (see LDO condition 5). This Strategy will provide the Local Planning Authority with assurance that all the required mitigation will be delivered over time. The Strategy must be agreed in writing, prior to the commencement of development.

It is recognised that a developer will only deliver a sub-set of the Transport and Biodiversity Net Gain mitigation requirements with each Application for a Certificate of Compliance. The specific mitigation works to be delivered with each Application should be set out clearly in section 8 of the Application Form. This will allow the Local Planning Authority to monitor the implementation of mitigation.

Guidance

The guidance set out below is provided to support Developers in preparing the Transport and Biodiversity Mitigation Strategy.

- 1) The Transport and Biodiversity Mitigation Strategy must be in accordance with the requirements of condition 5 of the LDO;

- 2) The Transport and Biodiversity Mitigation Strategy must address all the transport and biodiversity net gain mitigation requirements stated in the Schedule of Mitigation Requirements in Table C (Appendix C);
- 3) The Transport and Biodiversity Mitigation Strategy should set out when, how and by whom the mitigation measures will be delivered over the build-out of the whole Development.
- 4) It is envisaged that the Development will be built out in phases over time. Each phase may also comprise a series of separate “plot developments” and “common infrastructure projects”. The mitigation to be delivered with each separate plot development, infrastructure project or otherwise should be identified. It is understood that there will be greater certainty and definition on the measures to be delivered in earlier phases. The delivery strategy for later phases is likely to be less detailed.
- 5) Mitigation should be delivered progressively alongside development. If practicable and financially viable, the Local Planning Authority encourages mitigation (particularly BNG) to be delivered prior to development being undertaken. Unless there are very extenuating circumstances, it will not be acceptable to leave the majority of mitigation requirements to later phases.
- 6) Some mitigation may be delivered separately to development projects (for example in conjunction with Highway investment programmes). If applicable, this should be identified in Transport and Biodiversity Mitigation Strategy.
- 7) As the development proceeds and mitigation is delivered, the Transport and Biodiversity Mitigation Strategy should be updated accordingly.
- 8) As later phases are confirmed, the approach to delivering mitigation may change. The Transport and Biodiversity Mitigation Strategy should be revised accordingly to capture these changes.
- 9) The strategy shall propose how biodiversity mitigation would be managed and monitored over a minimum period of 25 years.
- 10) If payments are to be made in lieu of delivering mitigation, this shall also be identified.

Reasons for refusal of the Transport and Biodiversity Mitigation Strategy

The Local Planning Authority may refuse to accept the Transport and Biodiversity Mitigation Strategy if the strategy does not satisfactorily address the points identified above.

If the development proceeds and mitigation is not delivered in accordance with the approved strategy, the Local Planning Authority may require the Strategy to be revised. If the revised Strategy does not provide confidence that the measures will be delivered in a progressive manner, the Local Planning Authority may refuse to accept the revised Strategy.

If the Local Planning Authority does not accept the Transport and Biodiversity Mitigation Strategy submitted with a Compliance Certificate application, the Certificate of Compliance shall not be awarded and development would not be able to proceed.

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RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER

DESIGN
GUIDE

DRAFT



Rushcliffe
Borough Council

Redevelopment of Ratcliffe-on-Soar Power Station Site

Ratcliffe-on-Soar Power Station will close at the end of **September 2024 in line with government policy to end coal-power generation.**

The new site will be a low-carbon energy and advanced manufacturing based industrial park. It will be the ideal location to shape, grow and deliver high technology and green economy business for the 21st century.

These are the key features of the proposal:



page 124

Well connected location in the heart of the East Midlands which provides direct access to a passenger train station and its own freight train infrastructure.



Low-carbon, resilient and secure energy supply for high technology industries.



A generally open and accessible environment alongside similar businesses.



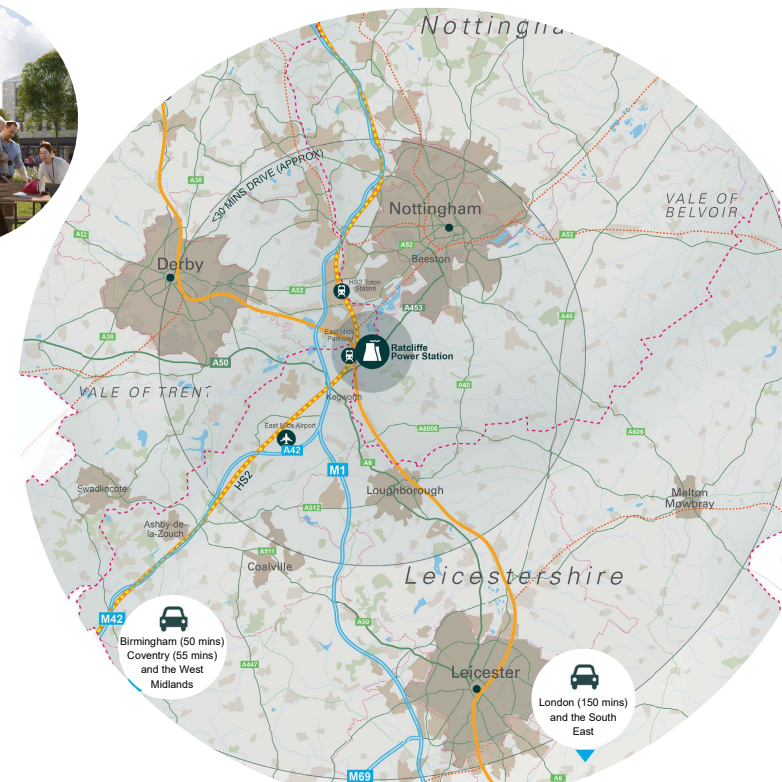
A wide range of flexible, fully serviced plots and infrastructure to suit businesses of all scales.



Potential to become an innovation hub where new technologies can be researched, prototyped and delivered at scale.



A new people-centered, green and bio-diverse industrial park to attract, train and retain staff.



Contents

Purpose of Design Guide

The Design Guide is an important part of the **Local Development Order**. It provides clarity for prospective occupiers and the Council by setting out **Key Design Principles for Compliance**.

The Design Guide is intended to inform and support the process of preparing an Application for a Certificate of Compliance under the LDO. It sets out broad Design Principles that will be applied by the Council when assessing compliance applications and will help to ensure that such applications deliver the outcomes aligned to the vision and objectives of the LDO and also assist in a timely and efficient determination of such applications by the Council.

Other design considerations are included that present further opportunities to strengthen placemaking, ensure that the development is an attractive place to work and responds positively to its surrounding landscape and nearby communities.



Section 1 Project Vision

Site Characteristics
A New Vision for the Site



Section 2 Parameter Plans and Guidance

Land Use
Transport
Infrastructure & Services
Building Heights
Strategic Landscape



Section 3 Illustrative masterplan

Illustrative masterplan

Site Characteristics

The site comprises approximately 265 hectares, bisected by the A453.

The Northern Area includes the current power station including coal stockpiles, the operational power plant, eight cooling towers, supporting buildings and facilities. The Southern Area is used for ash management operations.

Both National Grid substations (400 kV and 132 kV) will remain on site, together with power line cables that feed into the 400 kV substation.

The site is considered to support a range of habitats and species.

The site lies within Nottingham-Derby Green Belt and to the north and east the land rises and comprises a mix of agricultural land and woodland, beyond which is the village of Thrumpton and the River Trent. To the west of the power station the site is bounded by the Midland Main Line railway and Nottingham Parkway Station (and potential future HS2 station), beyond this is agricultural land and the River Soar, with the M1 and Junction 24 about 2 km away. To the south of the A453, the site is bounded by more agricultural land and parcels of woodland. The village of Ratcliffe-on-Soar lies directly to the western side of the railway line.



Existing Topography

■ Contour Line

Existing Above Ground Services

■ Overhead power lines

Existing Biodiversity

■ Green Biodiversity areas

*Note:

- Refer to "General Plans - Topography" for more detailed information about existing topography and "General Plans - Existing Site Plan" for existing above ground services.
- Refer to the Environmental Statement, Chapter 10 Ecology and its supporting appendices and drawings, for more information about the existing biodiversity of the site.



Aerial view of the site's Northern Area

A New Vision for the Site

A Smart, Green, Resilient Industrial Park focused on Energy Generation and Advanced Manufacturing.

This site will be transformed into a centre for energy production and storage, advanced manufacturing and industry. It will deliver the technology and industry required to help move towards a net-zero carbon future.

The site will become a centre for:

- Advanced manufacturing, including of technology needed to transition to net-zero.
- Green and low-carbon energy generation, and energy storage for more efficient energy use.

By co-locating these uses, energy and materials will be used in a more sustainable way. By clustering different industries and maximising connectivity to nearby towns and cities, a hub will be created for highly skilled jobs. Through agglomeration and links to universities there could be a cross-fertilisation of ideas and innovation.

The principles behind the design guide and masterplan are to:

- Maximise accessibility by making positive connections to the adjacent road and railway networks.
- Concentrate development to exploit the availability of electrical power.
- Create large and flexible development plots which will accommodate future industry needs - potentially including factories to produce batteries and electric vehicles.
- Accommodate complementary uses to make this place more diverse and resilient.
- Promote sustainable transport by enabling people to access the site by rail, bus and bicycle.
- Deliver modern, efficient, environmentally sustainable buildings.
- Create an environment for research and development and training.
- Create a high quality environment to attract, train and retain staff.
- Allow development to come forward in a phased manner.

1. PROJECT VISION

2. PARAMETER GUIDANCE

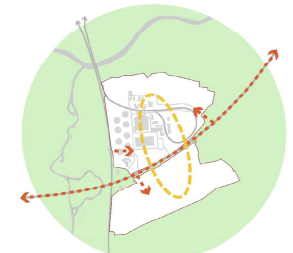
3. ILLUSTRATIVE MASTERPLAN



1. A home for a diversity of similar uses



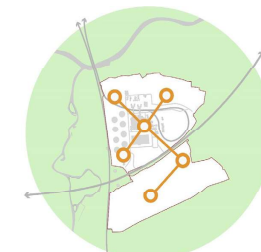
2. One site identity across both north and south



3. Good transport access



4. Resilient and secure plots of varying sizes



5. Progressively delivered plots and infrastructure



6. A high quality environment to work, study, and visit



Example of hydrogen plant



Example of car batteries factory



Example of public space

Parameter Plans and Guidance

The Parameters that underpin redevelopment of the site provide **occupier flexibility** and have been developed to respond to the clean growth agenda and shift to a low-carbon economy, market requirements and the competitive advantages of the site.

They establish the **physical and spatial limits** of what can be delivered on the site. They include the following plans:

Land Use: Establishes the distribution of permitted land uses across the site and maximum floorspace for each class.

Transport: How the transport needs of Ratcliffe should be achieved on site and integrated through good design.

Infrastructure and Services: Establishes the locations for key strategic infrastructure elements.

Building Heights and Design: Guidance on building scale and other design features.

Landscape: Establishes a strategic landscape framework to be followed in bringing forward any development.

*Note:

- For more information on this section please refer to the "Parameter Plan Drawings", as this Guide contains condensed drawings.



Artist impression of the Northern Area.

Schedule of Land Uses

Permitted Use	Planning Class	Restrictions
Energy Generation and Storage	Sui Generis*	Excluding wind generation. Maximum 10 ha of ground mounted solar power generation within Zone B only.
Advanced Manufacturing and Industrial	B2 & E (g) (iii)	-
Data Centre	B8 / Sui Generis*	-
Logistics, Storage and/or Distribution	B8	Logistic uses shall be limited to a maximum of 180,000 m ² GFA on the Northern Area.
Research and Development	E (g) (ii)	-
Offices	E (g) (i)	-
Education (skills and training)	F1 (a)	-
Complementary Uses, including; <ul style="list-style-type: none"> - Active Travel Mobility Centres - Small scale retail - Food and beverage - Hotel and meeting facilities - Gym and fitness centre - Creche/day nursery 	F2 (a) E (b) & Sui Generis* C1 E (d) E (f)	<ul style="list-style-type: none"> - Small scale retail: Maximum 280 m² floor-space. - Food and beverage: Maximum 1 x Cafe/Bar and 1 x Hot or cold food takeaway. - Maximum size 150 beds, with ancillary meeting/conference facilities. - Gym and fitness centre, Creche/ day nursery: Max 1 unit each

*Not falling into a particular Use Class

Characteristics of acceptable uses

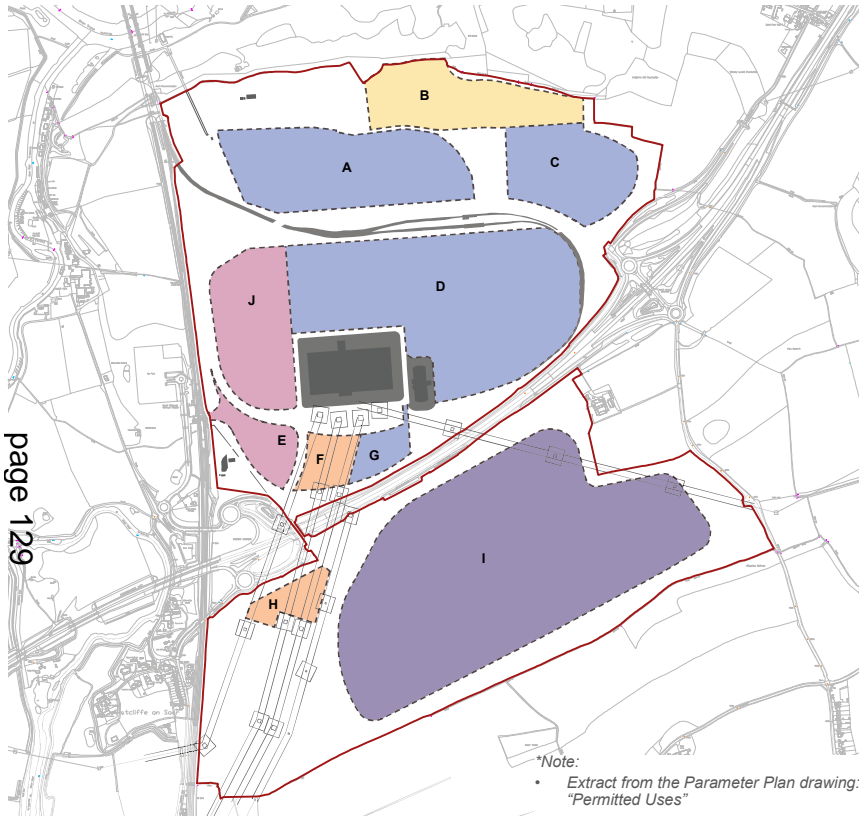
1. Provide high quality employment, well paid, highly skilled jobs.
2. Produce technology needed to deliver the net-zero transition.
3. Produce, store and/or manage low-carbon and green energy.
4. Businesses with high power or heat demands - where co-location allows energy to be used more efficiently
5. Modern industrial or logistics facilities applying high-tech processes to improve efficiency.
6. Promote cross-fertilisation of ideas and innovation through education or training.
7. Provide complementary services primarily to support the occupiers of the Site.

Examples of acceptable uses

- Hydrogen production.
- Gigafactories for electric vehicle or battery manufacture.
- Co-located industry where waste heat and/or material from one process supplies another facility.
- Data centres.
- Logistics linking to the rail freight siding.
- Solar power generation.
- Battery storage.
- R&D facility partnered with a university.
- Small scale hotel, retail, food and beverage to service site occupiers.

Land Use

This plan establishes the uses permitted in each part of the site. The location and distribution of uses across the site is flexible but must reflect the Land Use Parameters.



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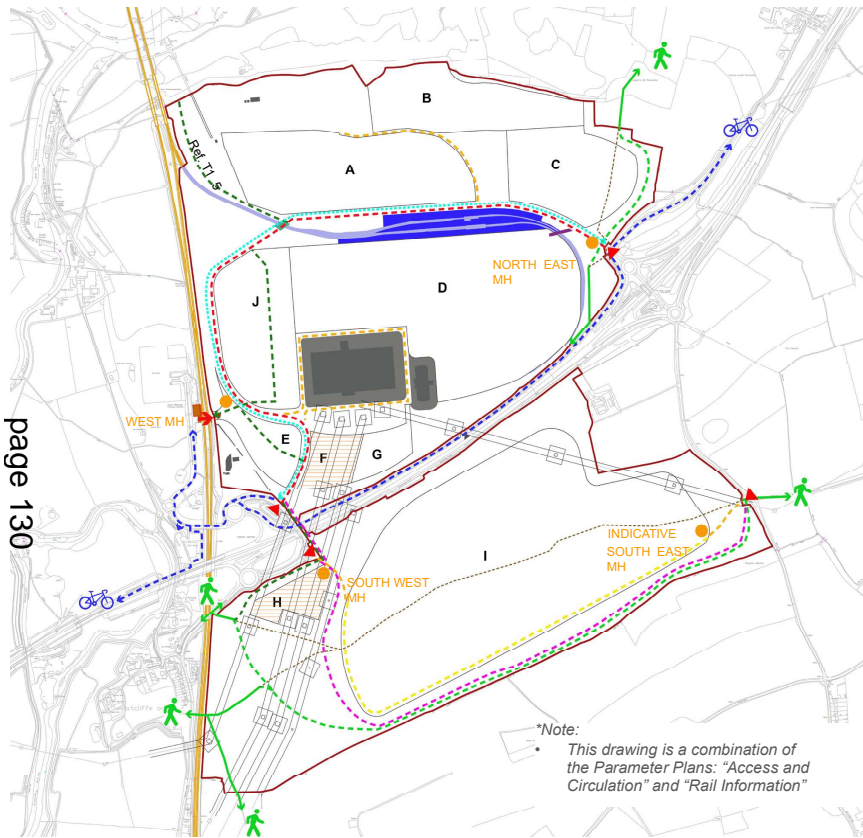
	A	B	C	D	E	F	G	H	I	J
Energy Generation & Storage (Class Sui Generis)	✓		✓	✓	✓		✓		✓	✓
Ground Mounted Solar Power Generation		✓								
Advanced Manufacturing & Industrial (Class B2 & E (g) (iii))	✓		✓	✓	✓		✓		✓	✓
Data Centres (Class B8/Sui Generis)	✓		✓	✓	✓		✓		✓	✓
Logistics (Class B8)	✓		✓	✓	✓		✓		✓	✓
Research & Development (Class E (g) (ii))	✓		✓	✓	✓		✓		✓	✓
Offices (Class E (g) (i))	✓		✓	✓	✓		✓		✓	✓
Education, Skills & Training (Class F1 (a))	✓		✓	✓	✓		✓		✓	✓
Community Hub with complementary uses for site occupiers including small scale retail (Class F2 (a)), food and beverage (Sui Generis & E), creche or children's nursery (Class E (f)), gym or fitness facility (Class E (d)) and hotel (C1)					✓					✓
Dedicated car parking only						✓		✓		

Principles for compliance

Ref	Design principle	Key criteria
LU 1	Make efficient use of land.	1. Building layouts in the shape of orthogonal blocks running parallel or perpendicular to streets and public realm areas.
LU 2	Locate public face for buildings, onto streets and pedestrian routes, and amenity areas. Locate plant, storage yards, and external servicing equipment out of sight from public realm areas.	1. Buildings generally to be placed towards the front edge of plot, with the exception of landscaping, and service yards and parking to the rear or side, unless an exception is justified on operational grounds. 2. Where practicable public entrances of buildings should be placed adjacent to or close to similar entrances for neighbouring plots to create active frontages.
LU 3	Group similar business types and uses together.	1. North Site <ul style="list-style-type: none"> Plots A, C, D and G: Energy generation & storage; advanced manufacturing and other industrial uses; data centres; Logistics (up to 180,000m² GFA), research & development; education, skills & training uses. Plot B: Solar Power Generation only. Plots E and J: Energy generation & storage; advanced manufacturing and other industrial uses; data centres; Research & Development; offices; education, skills & training uses; community hub with complimentary uses (including small scale retail (Class F2 (a)), food and beverage (sui generis & Class E), children's nursery (Class E (f)), gym (Class E(d)) and hotel (Class C1); micro-mobility hub (consider e-bike or e-scooter rental points, stop for internal site shuttle buses). Plots F and H: Dedicated parking 2. South Site <ul style="list-style-type: none"> Plot I: Energy generation & storage; advanced manufacturing and other industrial uses; data centres; research & development; education, skills & training uses; micro-mobility hub (consider e-bike or e-scooter rental points, stop for internal site shuttle buses). Logistics not permitted.
LU 4	Create an environment to attract and retain businesses and people.	1. Streets, spaces and external areas should be designed to be safe and comfortable for people to use. 2. Layout should be accessible and permeable to encourage walking and cycling. 3. Incorporate spaces where people can meet, interact and rest. 4. Plot circulation should connect to main site pedestrian and cycle routes. 5. Place entrance and reception uses to face main circulation routes for a legible and cohesive masterplan. 6. Plots to incorporate meaningful landscape buffers to front and other external facing boundaries.
LU 5	Create an attractive, well designed approach from principal highway and rail entrances into the site (Plots J, E & G).	1. Locate active parts of buildings to face onto public realm space. 2. Provide a 'landmark' building, within Plot E, incorporating outstanding design features and aesthetic interest in order to reinforce the main entrance into the Site and make a connection with East Midlands Parkway railway station.
LU 6	Ensure development accords with the Vision for the site to become a centre for low-carbon energy generation and storage uses that are efficient in their use of energy, provide facilities for advanced manufacture, including technologies needed to transition to net-zero, or that provide research and/or training facilities for innovation of technologies needed to transition to net-zero.	1. Demonstrate that the proposed development meets at least one of the "Characteristics of acceptable uses" in the table on page 11. 2. Maximise use of renewable or low-carbon energy such as solar panels. 3. Demonstrate the energy efficiency of the building. 4. Provide energy storage options, where appropriate. 5. Provide products and services that accord with the vision of the industrial park and have a synergy with nearby uses. 6. Demonstrate how construction related carbon use will be minimised. For example, through smart design and material selection.
LU 7	Complementary uses (Plots E and J only) should be designed to primarily support the users of the businesses and people working within the Site.	1. Demonstrate that the scale and type of complementary uses are necessary primarily to serve the needs of businesses within the LDO site.

Transport

This plan sets out a framework for access and movement and travel patterns and systems.



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1. PROJECT VISION

2. PARAMETER GUIDANCE

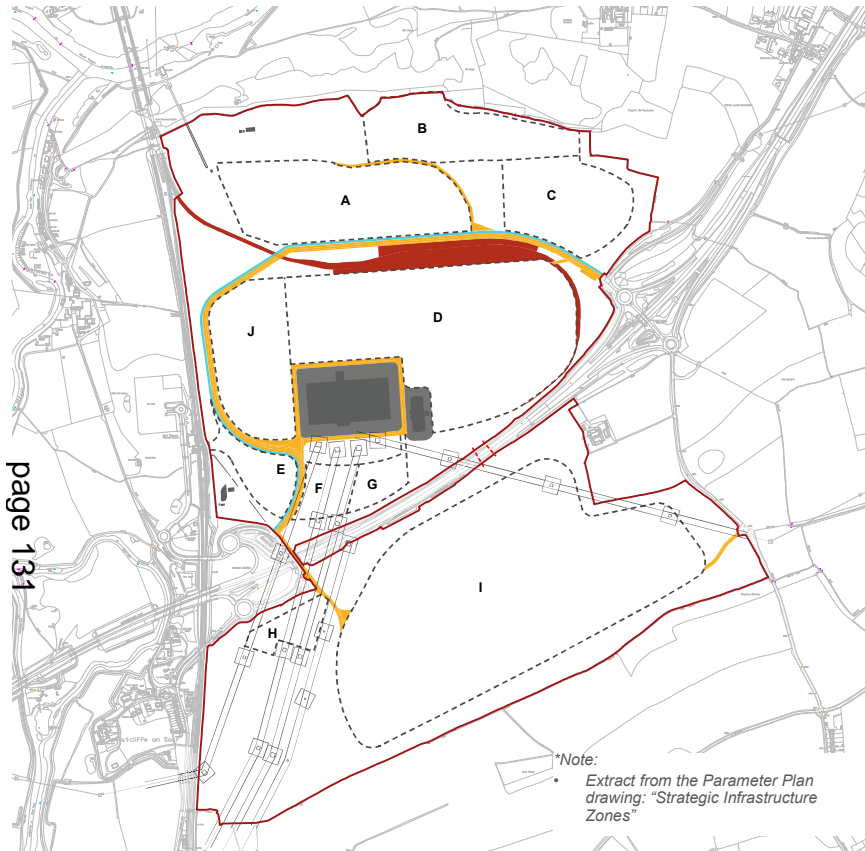
3. ILLUSTRATIVE MASTERPLAN

Principles for compliance

Ref	Design principle	Key Criteria
T 1	Prioritise pedestrian/ cycle users.	<ol style="list-style-type: none"> Streets and shared surface areas to integrate different modes of transportation, prioritising safe and continuous routes for pedestrians and cyclists, as outlined in the illustrative infrastructure corridors on page 19. Design safe road, pedestrian and rail widths. See sections on page 19 for recommended widths. Use appropriately designed traffic calming measures Provide safe crossing places with pedestrian and cycle priority. Where appropriate, make provision for potential to extend the proposed footpath route located at the north west area, beyond the site boundary towards the south bank of the river (see indicative drawing on page 14).
T 2	Accommodate public transport access.	<ol style="list-style-type: none"> Bus and rail connections should be integrated into the site, for example by connecting to the main site mobility hubs, East Midlands Parkway station and any public buses or on-site shuttle buses. Where required, provide space for possible future tram link. Consider public bus routes along main road. Where appropriate provide bus stop infrastructure on main Site road.
T 3	Minimise impact on Public Rights of Way (PROWs) and enhance their environment where diversion is needed.	<ol style="list-style-type: none"> New public footpaths should be designed in accordance with Nottinghamshire County Council standards and should provide an attractive and safe experience for walkers, separate from any vehicular or cycle routes wherever possible. Ensure that PROW diversion routes have been formally approved through an application for diversion under the provisions of S257 of the Town & Country Planning Act 1990 prior to commencement of any development that affect any existing PROW.
T 4	Provide mobility transport hubs particularly at key arrival points and where routes come together as 'place making nodes'. Mobility hubs to include: public or shuttle bus stops, access to bicycles and e-scooters.	<ol style="list-style-type: none"> Provide a mobility transport hub near to the pedestrian connection to East Midlands Parkway station and office/ commercial buildings. Provide other mobility hubs at key site entrances to facilitate access to public or shuttle bus services and e-scooter/bikes. (See indicative drawing on page 14). Each plot should aim to make provision to meet its own parking requirements within the plot in accordance with the standards set out in the Transport Assessment/Travel Plan. Site wide overspill parking to be provided near to one of the mobility hubs (Plots F & H). The use of well designed multi-storey car parks, within overall height limitations, should be considered where they would assist in meeting on-plot parking requirements and increase opportunities for on-plot planting for biodiversity gain.
T 5	Maximise potential to connect to East Midlands Parkway Station, considering future HS2 terminal.	<ol style="list-style-type: none"> Plots closest to the pedestrian connection to East Midlands Parkway station should include a mobility hub (unless one has already been provided), complementary uses (see Schedule of Uses on page 11) and have buildings with prominent public entrances facing towards the station.
T 6	Maximise benefit and strategic advantage of existing site rail infrastructure.	<ol style="list-style-type: none"> Ensure rail siding and access areas are designed to facilitate safe and efficient operational use.
T 7	Manage HGVs to operate safely with pedestrians, cyclists and micro-mobility.	<ol style="list-style-type: none"> Demonstrate how the design of HGV movement routes would reduce conflict with pedestrians, cyclists and other users. Prioritise easterly entrances to the Site and for HGVs and goods access and westerly entrances to the Site for passenger vehicles and public transport.

Infrastructure and Services

This plan establishes the locations for key strategic infrastructure elements.



- LDO Boundary
- Existing, fixed plots
- Existing pylons
- Existing retained freight rail
- Proposed development plots A to J
- Freight rail line and associated service/loading yards
- Areas for infrastructure (including roads, service corridors, landscaped pedestrian and cycle routes), and necessary mobility hubs as indicated on the Access and Circulation drawing
- Area safeguarded for potential future connection to public tram (currently proposed as landscape)
- Proposed underground services that fall outside the LDO boundary, beneath the A453.

Principles for compliance

Ref	Design principle	Key Criteria
IS 1	Design and layout should maximise use of key site infrastructure.	<ol style="list-style-type: none"> 1. Maximise benefit and strategic advantage of existing site features, including freight rail and connectivity to the highway network. 2. Provide loading/offloading service yards and access areas for freight rail, where appropriate. 3. Maximise access to on-site electricity network and infrastructure and the proximity to on-site green energy sources. 4. Demonstrate how the space within common infrastructure corridor will be safeguarded for a possible future tram route, connected to the Nottingham Tram Network (7.4m min width). 5. Existing site sewage treatment works to be retained or upgraded to suit capacity requirements.
IS 2	Infrastructure and utilities designed to support the clean growth and smart industrial park vision for the site.	<ol style="list-style-type: none"> 1. Demonstrate how the need for energy at source is reduced by adopting a fabric first approach and considering how to balance energy and heat across the site and between uses. 2. Each phase of the Proposed Development should demonstrate how it has integrated the use of smart technology and contributes towards the integration of site-wide smart infrastructure that supports the Site's carbon reduction aims and helps achieve a lower energy consumption. 3. Demonstrate how on-site renewable energy is maximised, for example using PV on roofs, over parking areas and walkways and through the use of other innovative renewable energy generating technologies. 4. Consider the potential to import low-carbon and renewable energy through the extension of a smart grid to surrounding renewable energy generators. 5. Provide EV charging facilities within all on-plot and site-wide parking areas (10% EV parking, and remainder 'EV ready'). 6. Consider alternative fuels for workforce transport and logistics vehicles.
IS 3	Sitewide utilities and services to be provided within the road corridor.	<ol style="list-style-type: none"> 1. Ensure that the infrastructure corridor accommodates a single carriageway, buried services, footway and cycleway, landscaping, and an area safeguarded for tram on west and north sections of the corridor.
IS 4	Surface water to be managed in accordance with drainage strategy.	<ol style="list-style-type: none"> 1. Surface water management strategy at each plot should follow Nottinghamshire County Council Lead Flood Risk Authority requirements for water quality and quantity, i.e. reducing flows to those comparable greenfield run-off rates. 2. Waterbodies and new drainage features required for surface water drainage and attenuation should be positively integrated into the design as landscape and ecological features. 3. Sitewide infrastructure and individual plots should incorporate the use of sustainable and natural drainage solutions, such as permeable paving, swales, green/blue roofs, rain gardens and attenuation basins and ponds to improve water quality. 4. Make use of water reuse/rainwater harvesting techniques.

Infrastructure and Services

Ref	Design principle	Key Criteria
IS 5	Infrastructure and utilities to be designed to allow for maintenance without impacting access routes.	<ol style="list-style-type: none"> 1. Provide separated service corridors and main road access to allow maintenance access without limiting operations. Consider locations of access chambers and manholes carefully. 2. Each plot to be provided with a point of connection for each service. 3. The use of common ducting infrastructure should be considered before developing private networks.
IS 6	Reduce outbound waste stream.	<ol style="list-style-type: none"> 1. Adopt waste hierarchy with a view to minimising the overall volume of waste arisings via designing out waste and maximising efficient use of materials.
IS 7	Ensure efficient land remediation.	<ol style="list-style-type: none"> 1. Identify and consider opportunities for developer collaboration between plots to adopt a 'suitable for use strategy' where remediation works are aligned with development proposals to minimise earthworks and reduce waste.
IS 8	External lighting.	<ol style="list-style-type: none"> 1. Submit an external lighting scheme, as part of the overall site infrastructure, i.e. for streets and communal areas/pathways and also as part of the individual plot design approval process. 2. Demonstrate how all external lighting has been designed to provide a safe and secure environment whilst minimising skyglow and overspill lighting beyond the Site. 3. All external lighting should be designed to ensure habitats and species both within and adjacent to the Site are not adversely impacted upon. 4. All lighting schemes to be agreed in liaison with the Council and East Midlands Airport to ensure aerodrome safeguarding requirements are met.

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Infrastructure Corridor Guidance

The infrastructure corridor combines the main infrastructure and circulation for the site, in an efficient route connecting all development plots and main site entrances. The following points offer further guidance on ways to use this designated infrastructure corridor to create a unified site. A further detail design to meet specific requirements to come forward as part of compliance submission. The key features of the proposed corridor are as follows:

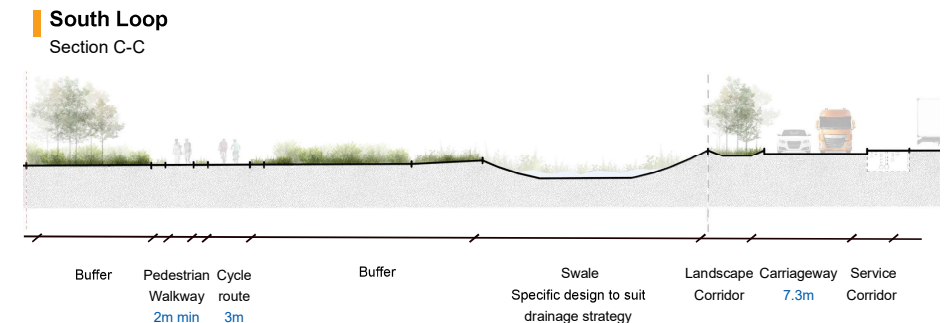
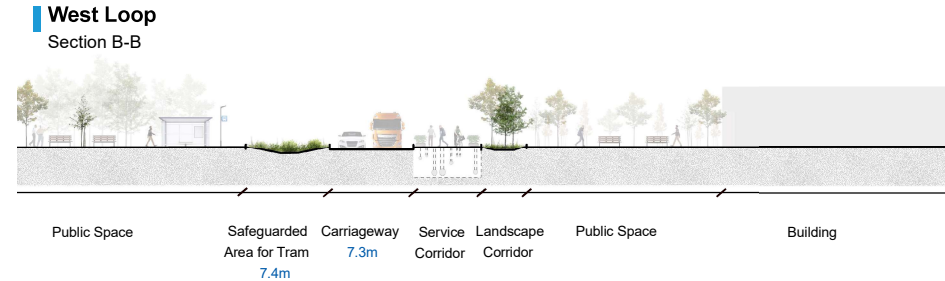
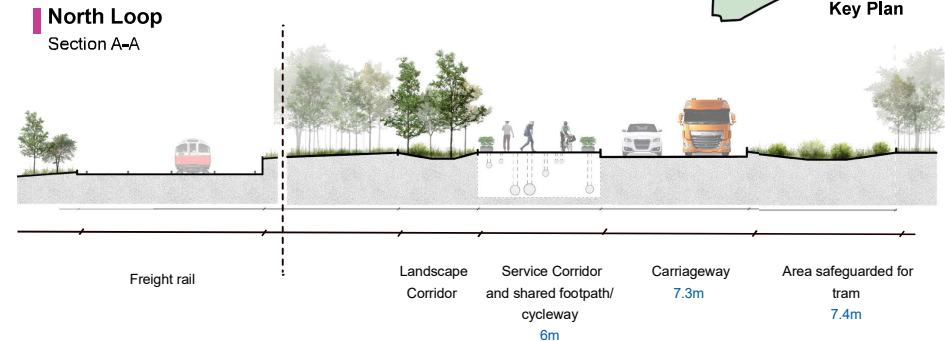
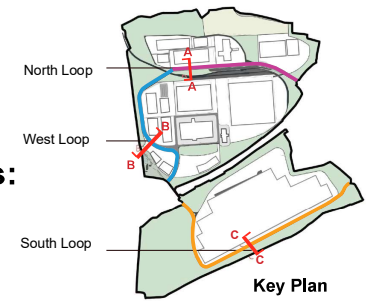
- The service corridor is beneath the cycleway / footway, to prevent disruption to the main road during maintenance.
- The infrastructure corridor will include an area safeguarded for a potential public tram through the north and west of the Northern Area, a single carriageway, a service corridor with shared footway and cycleway, and a landscape corridor for amenity and drainage. The planting in the area safeguarded for the tram should not include trees or other vegetation that would be difficult to remove should the tram proposal come forward.
- **Special Considerations for the West Loop:**
The character of the corridor in this area should make the most of the proximity to the train station and proposed pedestrian connection. Crossing across the corridor should be carefully considered and prioritise safe and efficient pedestrian movement.
- **Special Considerations for the South Loop:**
The location of the infrastructure loop in this section is indicative as it could move inside the development plot if required. A PROW and public cycleway is to be provided for along the southern boundary of the site, maximising plot security in this location whilst ensuring a well-connected public pedestrian and cycle network.

1. PROJECT VISION

2. PARAMETER GUIDANCE

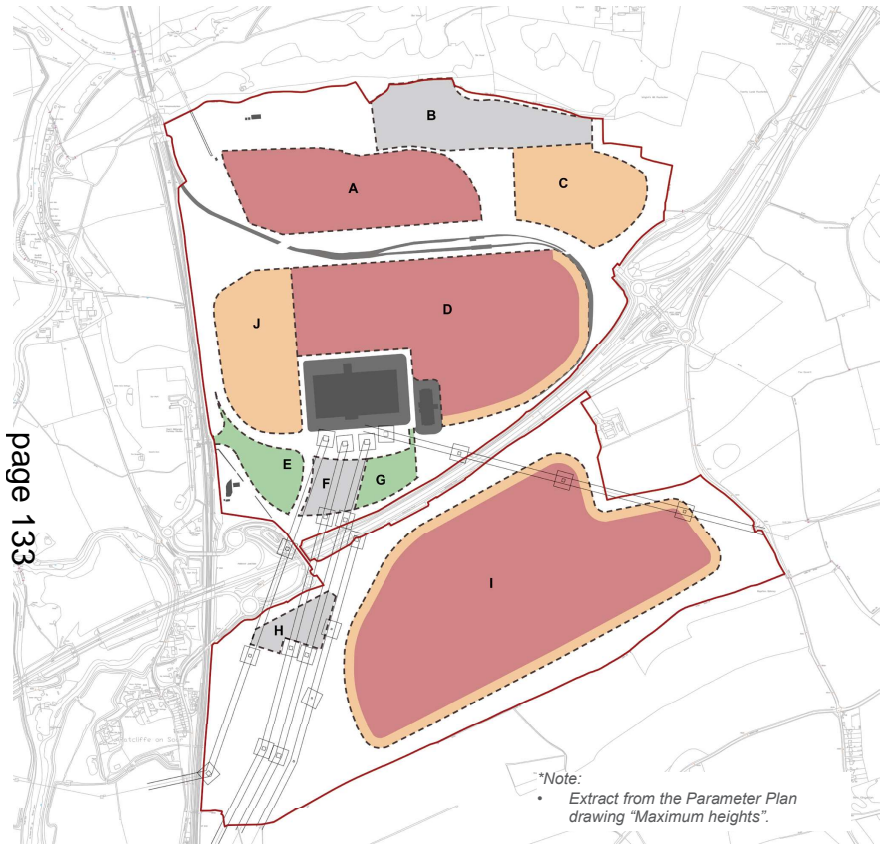
3. ILLUSTRATIVE MASTERPLAN

Illustrative Infrastructure Corridors: Recommended widths



Building Heights and Design

This plan establishes maximum building heights across the site.



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- LDO Boundary
- Existing, fixed plots
- Pylons
- Existing retained freight rail
- Up to 20 m ridge height from Finished floor level **
- Up to 30 m ridge height from Finished floor level **
- Up to 40 m ridge height from Finished floor level **
- Use restriction does not allow buildings. Maximum building height not applicable in these areas. Any car parking in these areas should be at surface level only.

*Note:
 • Extract from the Parameter Plan drawing "Maximum heights".

Principles for compliance

Ref	Design principle	Key Criteria
BH 1	Building heights.	1. All buildings must comply with the heights stated on the 'Building Heights' diagram on page 20 relevant to each respective Plot.
BH 2	Plot I set back.	1. Within 30 metres of the perimeter of Plot I, maximum building heights should not exceed 30 metres (from finished floor level). Elsewhere within Plot I, maximum building heights should not exceed 40 metres (from finished floor level).
BH 3	Chimneys and Flues.	1. All development including tall chimneys and flues that exceed the maximum height of the plot should include evidence to demonstrate that: <ul style="list-style-type: none"> - They are essential to the proposed use and there are no alternative solutions; and- - They have been designed and located to minimise their visual impact beyond the Site.
BH 4	Landmarks which celebrate the transformation of the site to a centre for green and carbon energy and focal points.	1. A taller building (within the maximum permitted height for the Plot) located at the main entrance, specifically in Plot E, should be considered to create one landmark visible from the station to assist way-finding. 2. Demonstrate that consideration has been given to minimising the impact of building height on Heritage Assets and their settings.
BH 5	Impact on residential amenity	1. Demonstrate how the building has been designed, located and screened to minimise impacts on the living conditions of residents of Winking Hill Farm, through overbearing, overshadowing and overlooking.

*Note:

Refer to the Parameter Plan named: "Proposed Site Sections" for more information.

**Note:

Maximum building heights are quoted in metres above the Finished Floor Level (FFL) of plot, as indicated in Proposed Site Levels drawing (reference RBCLDO-ARUP-ZZ-XX-DR-A-0019).

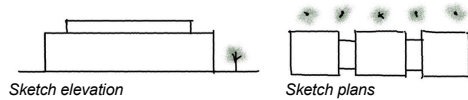
Architecture

Design Principles to follow:

Principles for compliance

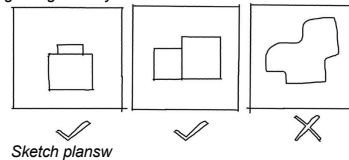
Ref	Design principle	Key criteria
A 1	Building massing To mitigate the visual impact of the proposal from roads and other spaces outside the development.	1. Large buildings on the site should be designed to break up mass and visual impact by using contrasting materials and/or creating stepped breaks within elevations.

Example of massing break up:



Ref	Design principle	Key criteria
A 2	Geometry Provide simple volumes with clear legibility of overall massing and form.	1. Buildings to generally follow orthogonal geometry, hard corners and flat roofs. 2. Exaggerated geometry, vaults and curves can be used in limited circumstances to create visual interest.

Example of orthogonal geometry:



Ref	Design principle	Key criteria
A 3	Roofscape To mitigate visual impact from public roads and spaces.	1. Roofscape of large footprint buildings to be divided into smaller elements and create a more varied and interesting roofline. 2. Take advantage of large areas of roofs to assist with ecological enhancements, water attenuation and heat island effect. Green roofs are encouraged. 3. Large areas of roofs may be used to accommodate solar PV panels to positively contribute towards the Site's net-zero ambition. However if solar PV panels are used they must be designed in accordance with East Midlands Airport aerodrome safeguarding requirements.
A 4	Materials and Colours To provide variety in otherwise blank elevations.	1. Use largely muted colours (e.g. greys or the colour pertaining to a natural material itself) supported by bold use of accents and signage in localised areas only. 2. Different forms or a variety of elevation treatments (e.g. using contrasting materials) should be implemented on otherwise blank facades that are widely exposed to public views.

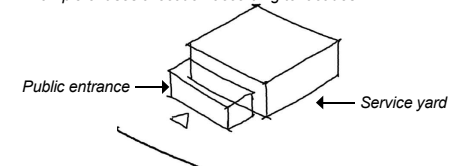
1. PROJECT VISION

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3. ILLUSTRATIVE MASTERPLAN

Ref	Design principle	Key criteria
A 5	Separate main entrances from services yards.	1. Principal access point into buildings should face onto the main road frontage. 2. Locate public facing elements on front facades and loading yards to side and rear facades.

Example of uses allocation according to facades:



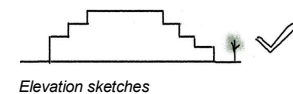
Ref	Design principle	Key criteria
A 6	Design for climate change mitigation	1. Development should take into account Rushcliffe Borough Council's Climate Change Strategy 2021-2030. 2. Demonstrate how smart design, material selection and low carbon thinking has been embedded in decision making throughout the design process and for the operation of the Site 3. Provide evidence that the construction and operation of the development will include measures to mitigate the impacts of climate change. 4. Opportunities for installing solar PV should be maximized through the orientation of buildings and/or the orientation of solar panels on roofs.
A 7	Provide adequate daylighting	1. For large deep plan buildings, consider providing daylighting at roof level and views out for the benefit of workforce wellbeing.
A 8	Zone J	1. Blocks should relate closely to each other and be similar in form, scale and appearance. Strategic gaps between blocks are intended to provide views and reinforce the site permeability.

Example of strategic gaps between buildings:



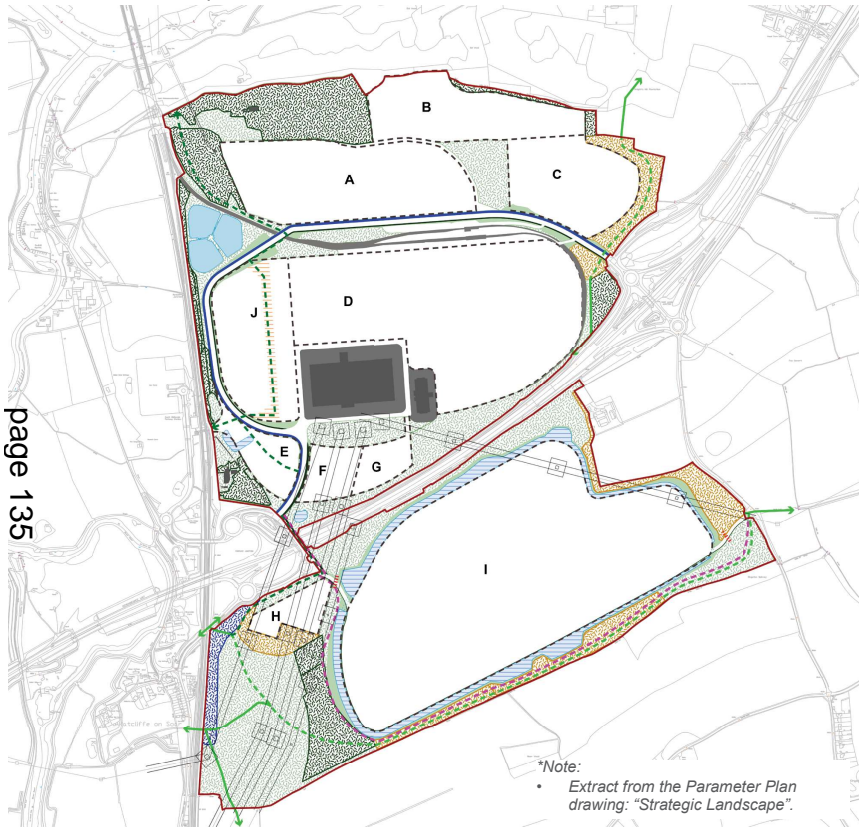
Ref	Design principle	Key criteria
A 9	Buildings facing A453 To mitigate visual impact and bulk of buildings facing A453	1. Facades exposed to wider public views, facing the A453 and the East Midlands Parkway should use articulation, breaks in any single mass and the use of more than one material. For example, vary heights throughout the buildings on facades facing the A453 to minimise the extent of a "blank wall".

Example of heights and 'blank wall' mitigation



Landscape

This plan and the following principles set out the approach to the sitewide strategic landscape as well as the plots. This includes existing retained features and areas for new or enhanced landscape treatment.



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- LDO Boundary
- Existing, retained plots
- Existing Pylons
- Existing retained freight rail
- Proposed development plots A to J
- Existing retained water features
- Proposed water attenuation features
- Landscape areas identified for retention and ancillary services. Potential for enhancement or habitat creation
- Existing vegetation required to be retained for visual screening and ecological value
- Hedgerows and low-level planting along corridor safeguarded for potential future tram
- Biodiverse planting alongside pedestrian routes
- Embankments with suitable low-level planting
- Indicative area for potential landscaped pedestrian routes through development plots
- Proposed tree planting for visual screening and habitat replacement
- Area of low-level scrub buffer with gaps to be retained to maintain views from Ratcliffe-on-Soar
- Retained PRoW
- Diverted PRoW (Indicative)
- Proposed new cycleway
- Indicative network of pedestrian routes. Exact location to be coordinated with final location of buildings
- Indicative location for potential mammal tunnels

Principles for compliance

Ref	Design principle	Key Criteria
SL 1	Create strong strategic buffer landscape at edges of the site.	<ol style="list-style-type: none"> 1. A strong strategic landscape should be created at the edges of the Site to mitigate landscape, visual, ecological and heritage impacts identified in the Environmental Statement. 2. Maximise buffer density and height where required to protect views from A453, other public roads, Ratcliffe-on-Soar village and Grade I listed buildings (Church of St Winifred, Church of Holy Trinity, Thrumpton Hall). 3. Landscape and ecological mitigation requirements should be delivered as shown on the Parameter Plan: "Strategic Landscape". 4. Boundary vegetation should create / maintain a linkage to habitat beyond the LDO boundary. 5. Retain and enhance existing vegetation where possible. 6. Landscape design proposals should incorporate pollinator friendly and climate resilient species. 7. Carefully incorporate diverted PROWs into landscape buffers, balancing walkers' needs without unnecessary disturbance to existing vegetation or wildlife.
SL 2	Maximise opportunities to integrate biodiversity.	<ol style="list-style-type: none"> 1. The loss of priority habitat should be avoided as far as possible. 2. Integrate new areas of habitat and/or introduce enhanced biodiversity measures into proposals. 3. Integrate deciduous woodland and calcareous grassland into proposals where possible. Consider clustered tree and shrub planting with margins of taller grasses and herbaceous plants to create a mosaic of habitats. 4. Minimise the illumination of habitat features avoiding excessive lighting and minimise light intensity, creating dark, unlit foraging areas and commuting routes for a variety of species including bats, birds, and hedgehogs. 5. Use native plant species of local provenance in planting mixes with nectar-rich and fruiting plants and ephemeral habitats for invertebrate populations. 6. Install buildings and structures with bat and bird boxes by the eaves of buildings on unlit elevations, where appropriate. 7. Utilise green and brown roofs and living walls where possible to offer ecological enhancement and landscape integration opportunities. 8. Site levels and re-grading work should be designed to achieve a cut and fill balance where practicable to minimise disruption to existing habitats. 9. Suitable measures for the ongoing future management of newly created and retained habitat and landscape areas should be demonstrated.

Landscape

Principles for compliance

Ref	Design principle	Key Criteria
SL 3	Ensure that internal streets and spaces have a landscape structure which make them attractive to occupiers and their workforce.	<ol style="list-style-type: none"> 1. Show how existing site features including mature trees have been integrated into landscape design. 2. Use tree planting and shrubs and grasses planting to create a good microclimate, visual interest and biodiversity. 3. Structural planting and woodland clusters should be used in key locations to manage visual impacts, internally separate contrasting uses and to screen unattractive uses. Use landscaping to enhance pedestrian routes around the site. 4. Use landscaping to enhance pedestrian routes around the site. 5. Intersperse greenery and trees through car parking area to break up visual impact, manage water run-off and avoid heat island effects.
SL 4	Reserve zone for potential future tram and landscape appropriate to this.	<ol style="list-style-type: none"> 1. Ensure planting within future tram zone is kept free of major structures. 2. Avoid planting with deep roots and trees here. 3. Consider linear features such as hedgerows.
SL5	Ensure drainage features and waterbodies are integrated into the sitewide design.	<ol style="list-style-type: none"> 1. Demonstrate how new and existing swales for surface water drainage and attenuation have been positively integrated into the design as landscape and ecological features. 2. Avoid the use of water features that could encourage wildfowl or other such birds to the Site that might create an aircraft bird strike potential and in accordance with the requirements of East Midlands Airport aerodrome safeguarding requirements.
SL6	Recognise key arrival points within the site and areas where routes come together as 'place-making nodes'.	<ol style="list-style-type: none"> 1. Provide well designed and generous landscaping at key arrival points into the site, along pedestrian routes and at places where routes meet.
SL7	Ensure sitewide and plot external lighting is designed to provide a safe and attractive environment for site users whilst minimising impacts on the surrounding rural environment, ecological habitats and skyglow.	<ol style="list-style-type: none"> 1. Using low energy lighting, using appropriately directed and shielded lights to minimise overspill. 2. Implement light exclusion zones, where possible, within woodlands and through the green corridors. 3. Avoid intrusive external lighting near habitats and locations where wildlife may be present. 4. Position external lighting at a low height where possible. 5. Demonstrate how an external lighting design complies with East Midlands Airport aerodrome safeguarding requirements.

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Landscape Guidance



1. Maximise on-site biodiversity gain through habitat retention and creation.



2. Integrating landscape features with pedestrian zones and public rights of way.



3. Integrating landscape furniture to encourage gatherings.



4. Integrating landscape features throughout infrastructure corridors.



5. Integrating landscape features with plot functions, such as within car parking bays.



6. Leveraging drainage ponds as amenity features by integrating with pedestrian network.

Illustrative Masterplan

The plans and images below show illustrative masterplans for the site to demonstrate how individual developments could come forward as a series of plots in accordance with the parameters and design principles set out in this Guide and the accompanying LDO plans and documents.

Illustrative Masterplan A

The first masterplan considers a scheme orientated towards large single occupancy, such as gigafactory operators, looking to accommodate all their processes within a single building.



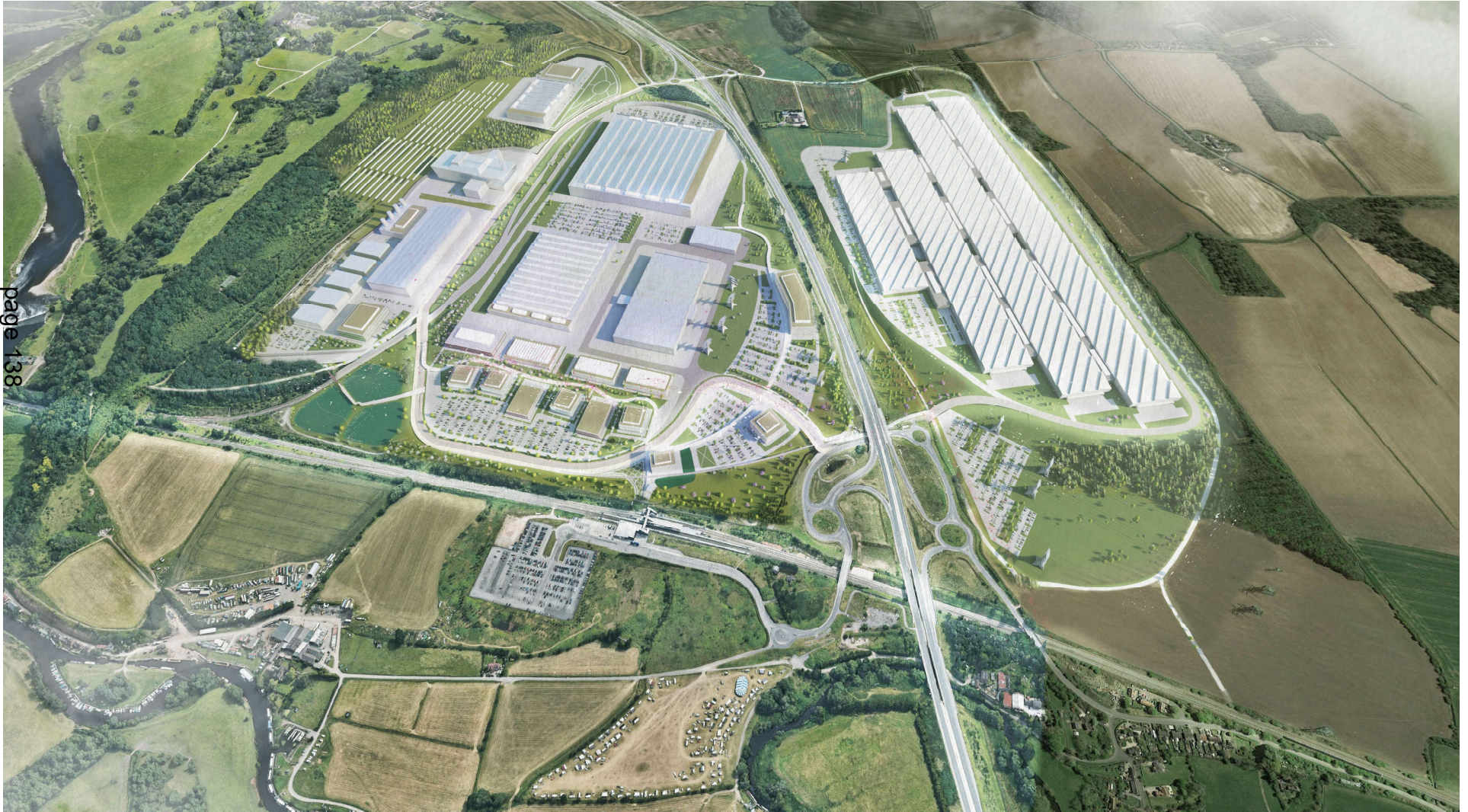
Illustrative Masterplan B

The second masterplan scenario demonstrates how the site could be split between a larger number of operators. Both of these masterplans comply with the Design Guide and demonstrate how flexibility can be accommodated within the parameters and design principles.



Artist's Visualisations

Illustrative Masterplan A



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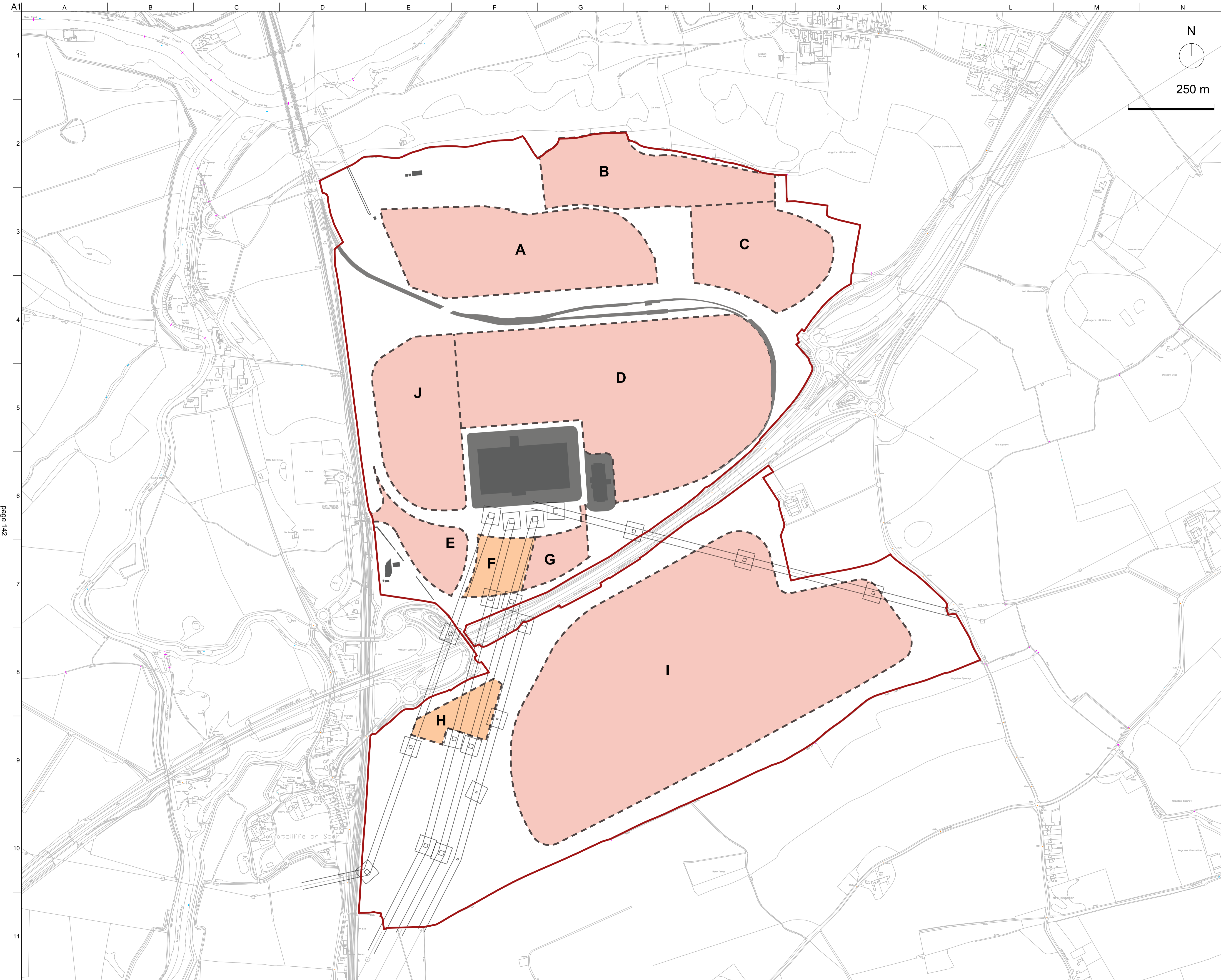
RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



page 141

PARAMETER PLANS

JULY 2022



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- Legend:**
- LDO Boundary
 - Existing retained plots
 - Existing pylons
 - Existing retained freight rail
 - Proposed development plots
 - Proposed surface level car park plots

*Plots labelled A to J as named and referred to in the Design Guide (document reference RBCLDO-ARUP-ZZ-XX-RP-A-0001) submitted with the LDO

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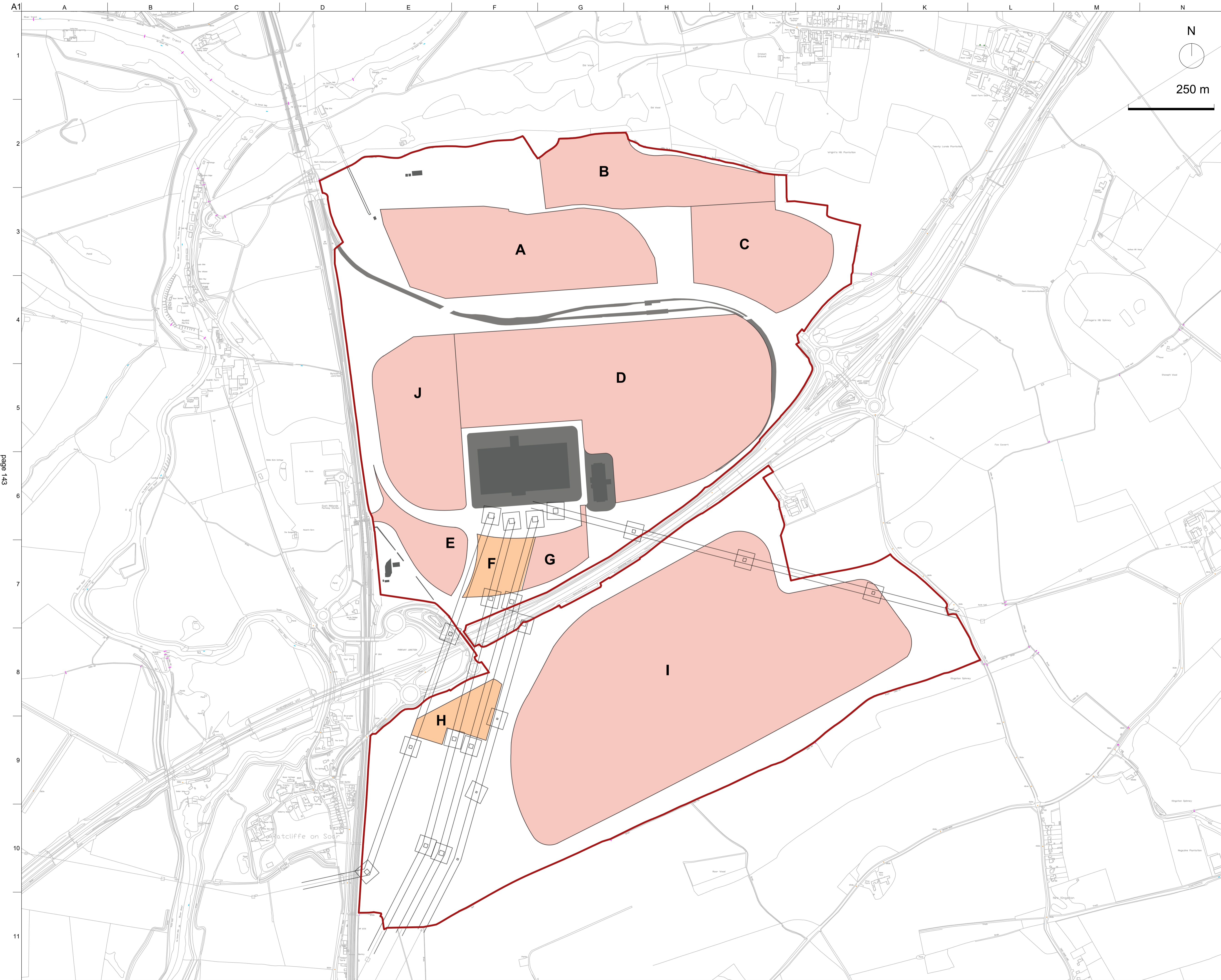
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Parameter Plans: Development Plots

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Discipline **Architecture**

Job No **283253-03** Drawing Status **FOR PLANNING**

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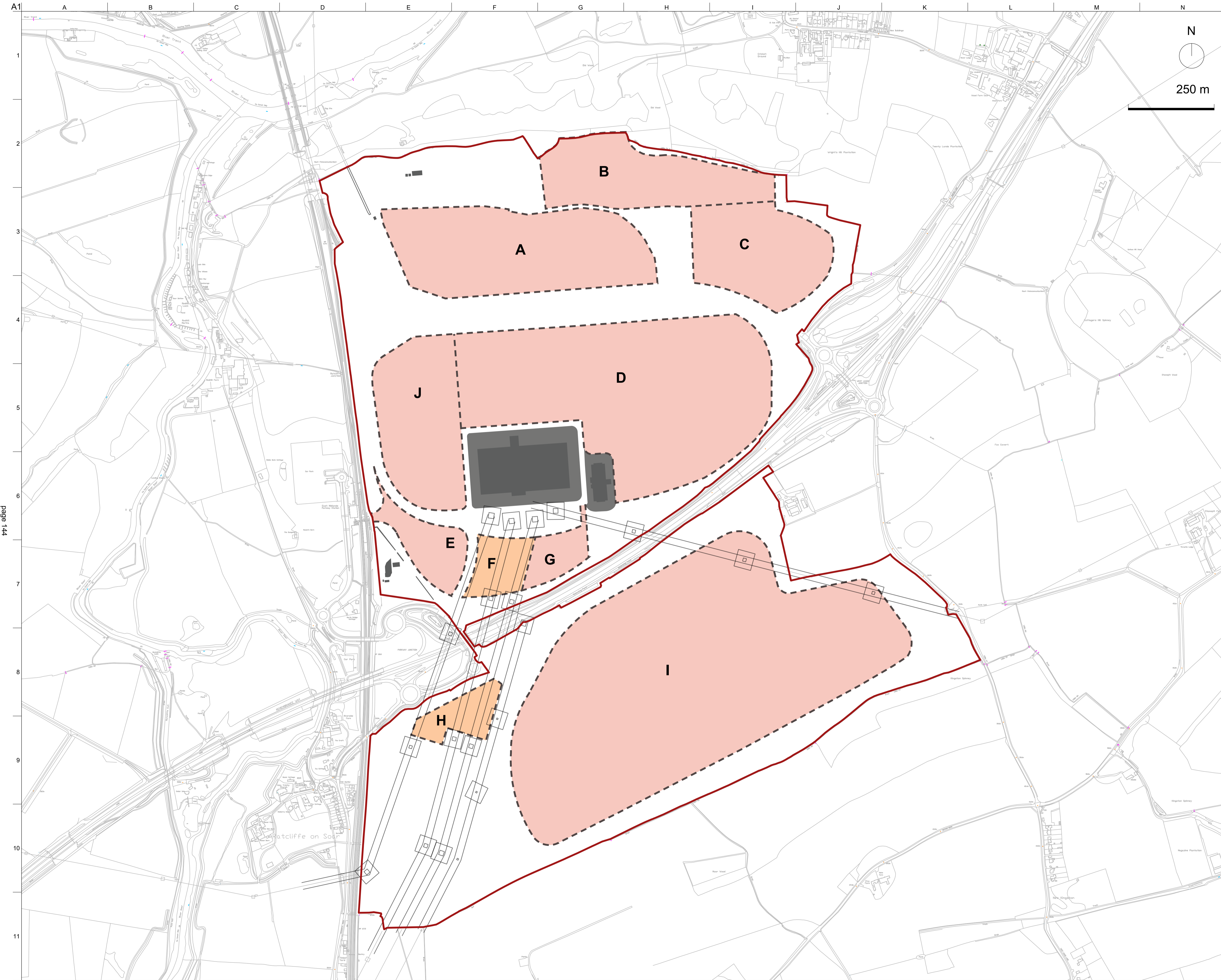
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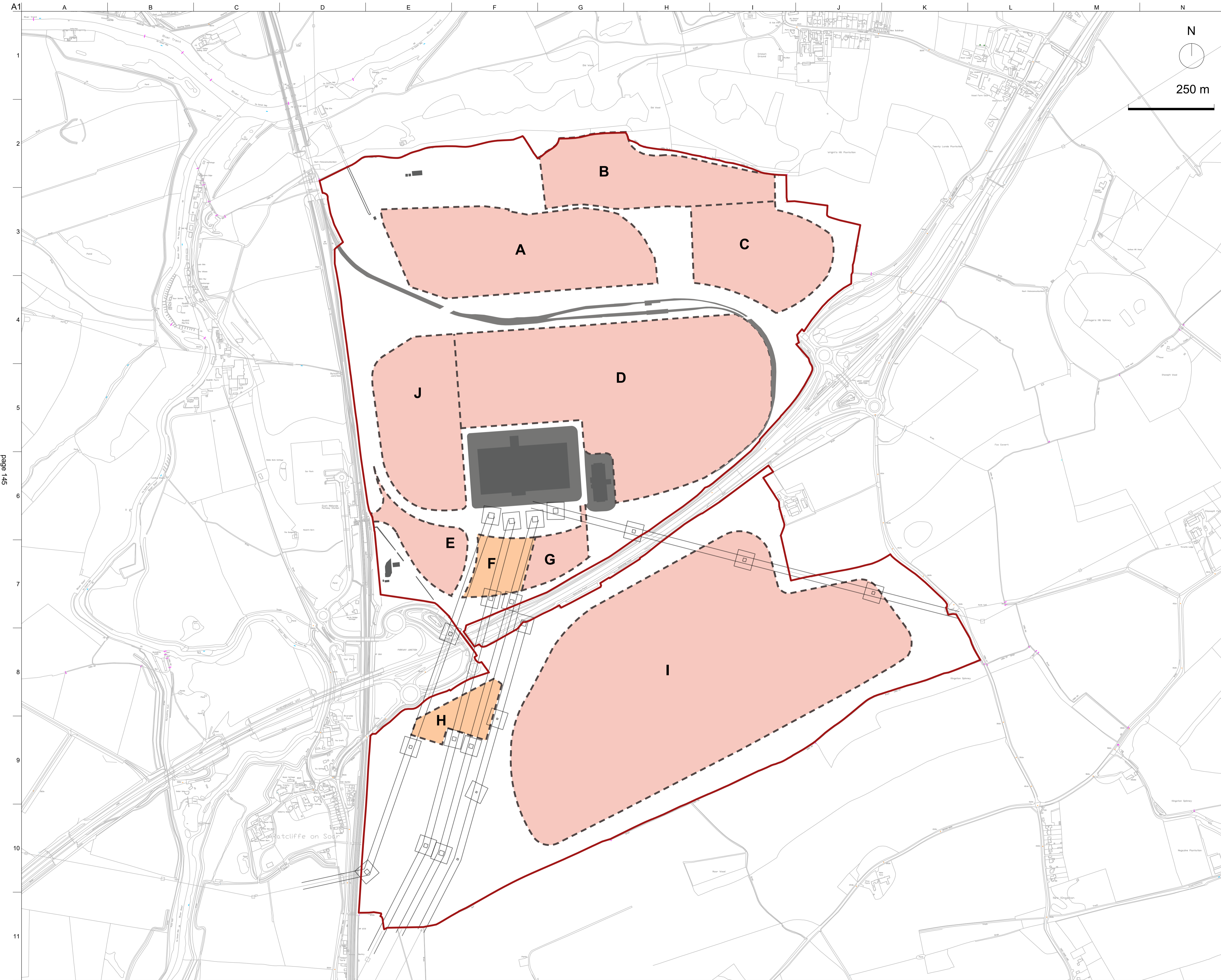
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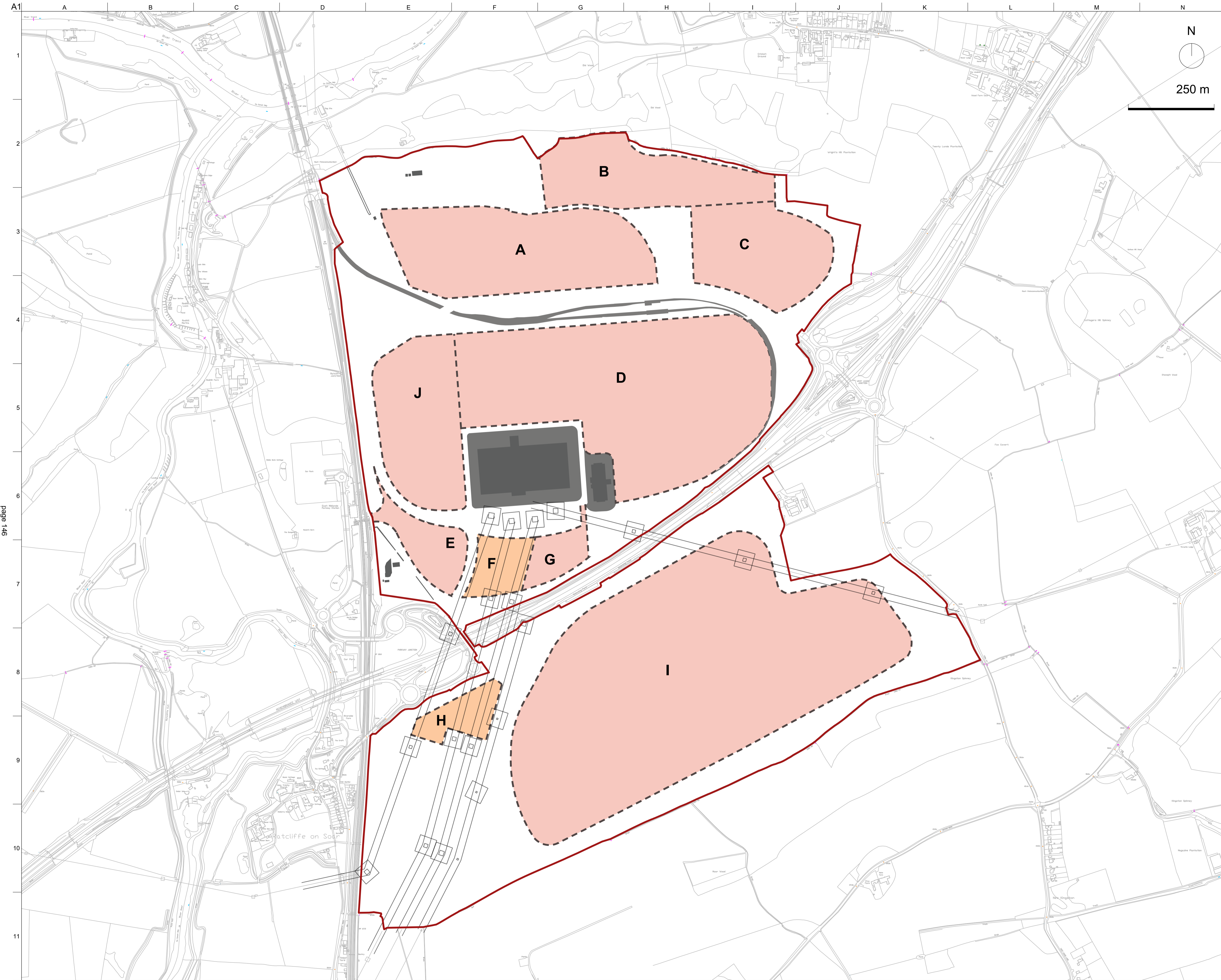
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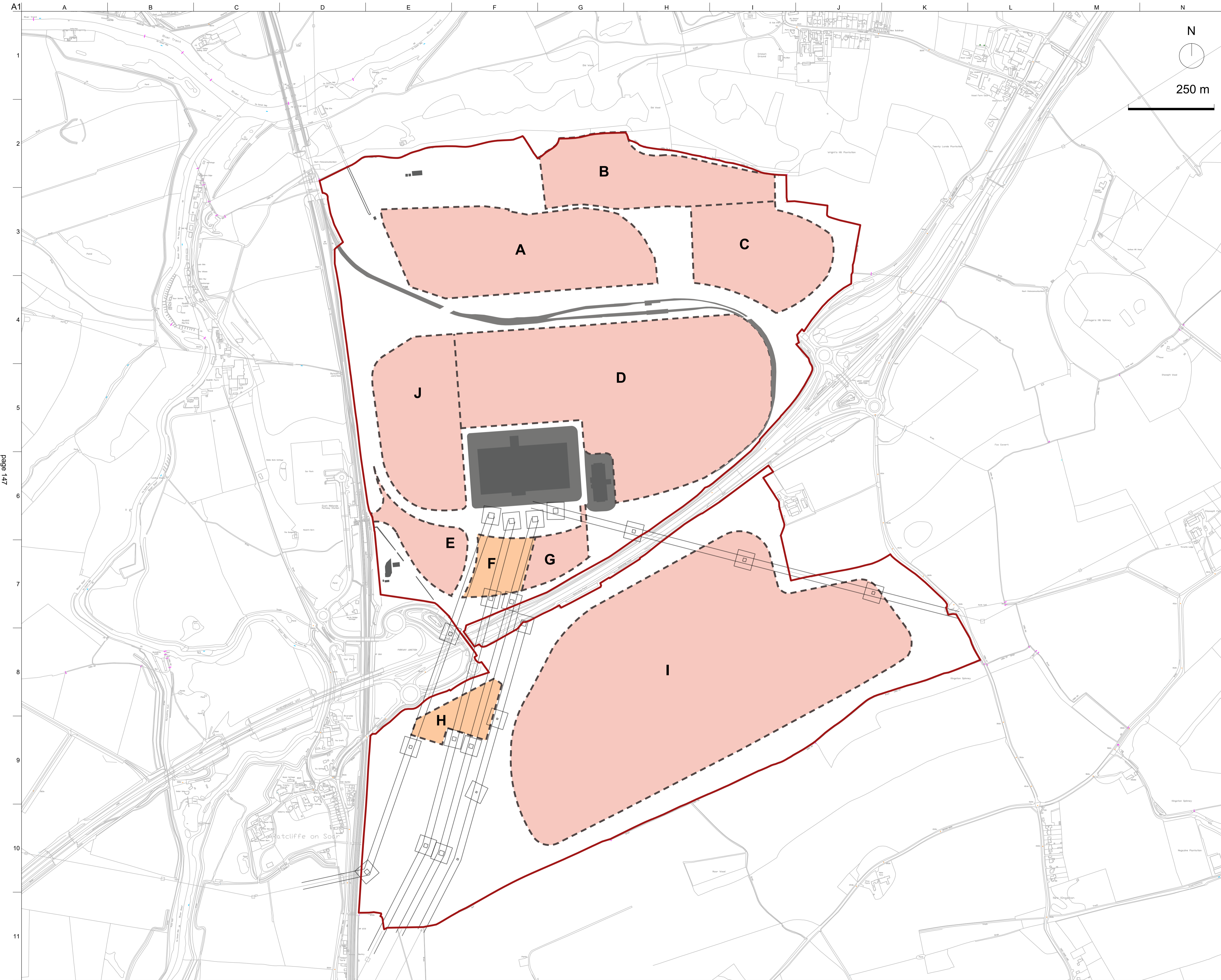
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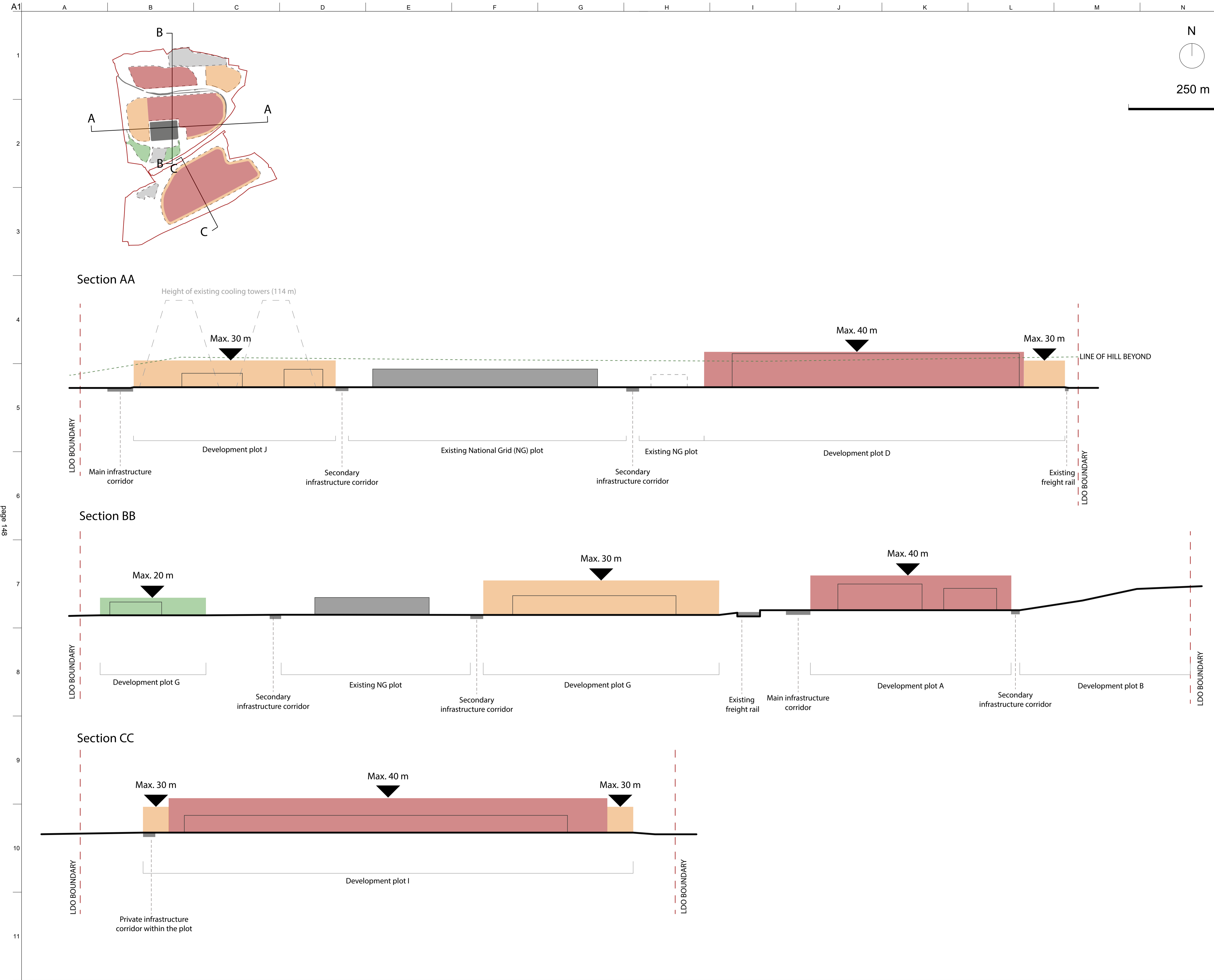
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- Legend:**
- - - LDO Boundary
 - Existing, retained buildings
 - Maximum height zone of up to 20 m ridge height from FFL*
 - Maximum height zone of up to 30 m ridge height from FFL*
 - Maximum height zone of up to 40 m ridge height from FFL*
 - Illustrative masterplan building heights. Please refer to Illustrative Masterplan drawing (reference RBCLDO-ARUP-ZZ-XX-DR-A-0030).

* Maximum building heights are quoted in metres above the Finished Floor Level (FFL) of plots, as indicated in Proposed Site Levels drawing (reference RBCLDO-ARUP-ZZ-XX-DR-A-0019)

** Chimney, exhaust flues, roof plant and mast heights that need to go above the maximum heights to be reviewed separately. Please refer to principle BH3 in the Design Guide (document reference RBCLDO-ARUP-ZZ-XX-RP-A-0001) submitted with the LDO.

Issue	Date: 20/06/22	By: MS	Chkd: DM	Appd: MR
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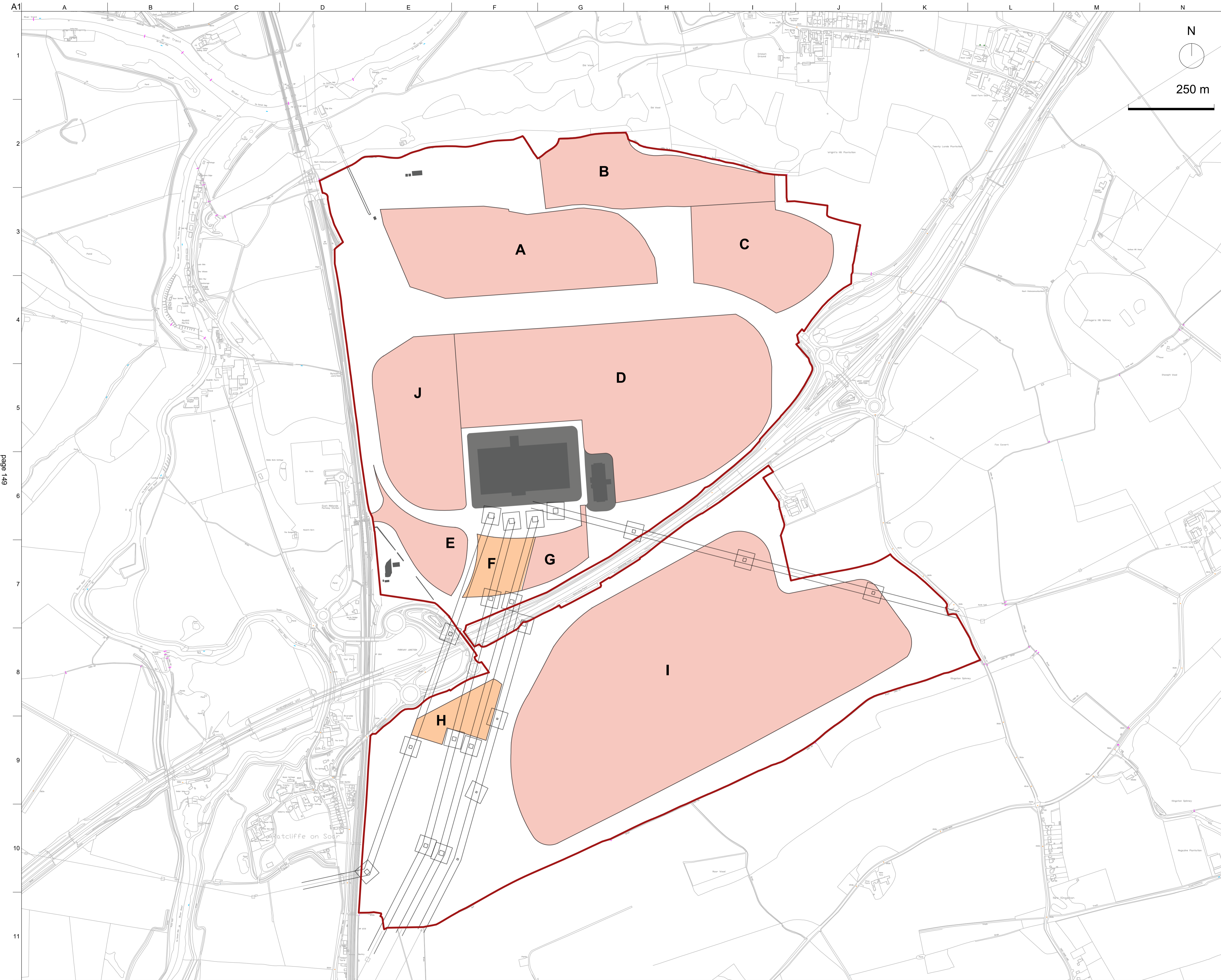
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Discipline **Architecture**

Job No **283253-03** Drawing Status **FOR PLANNING**

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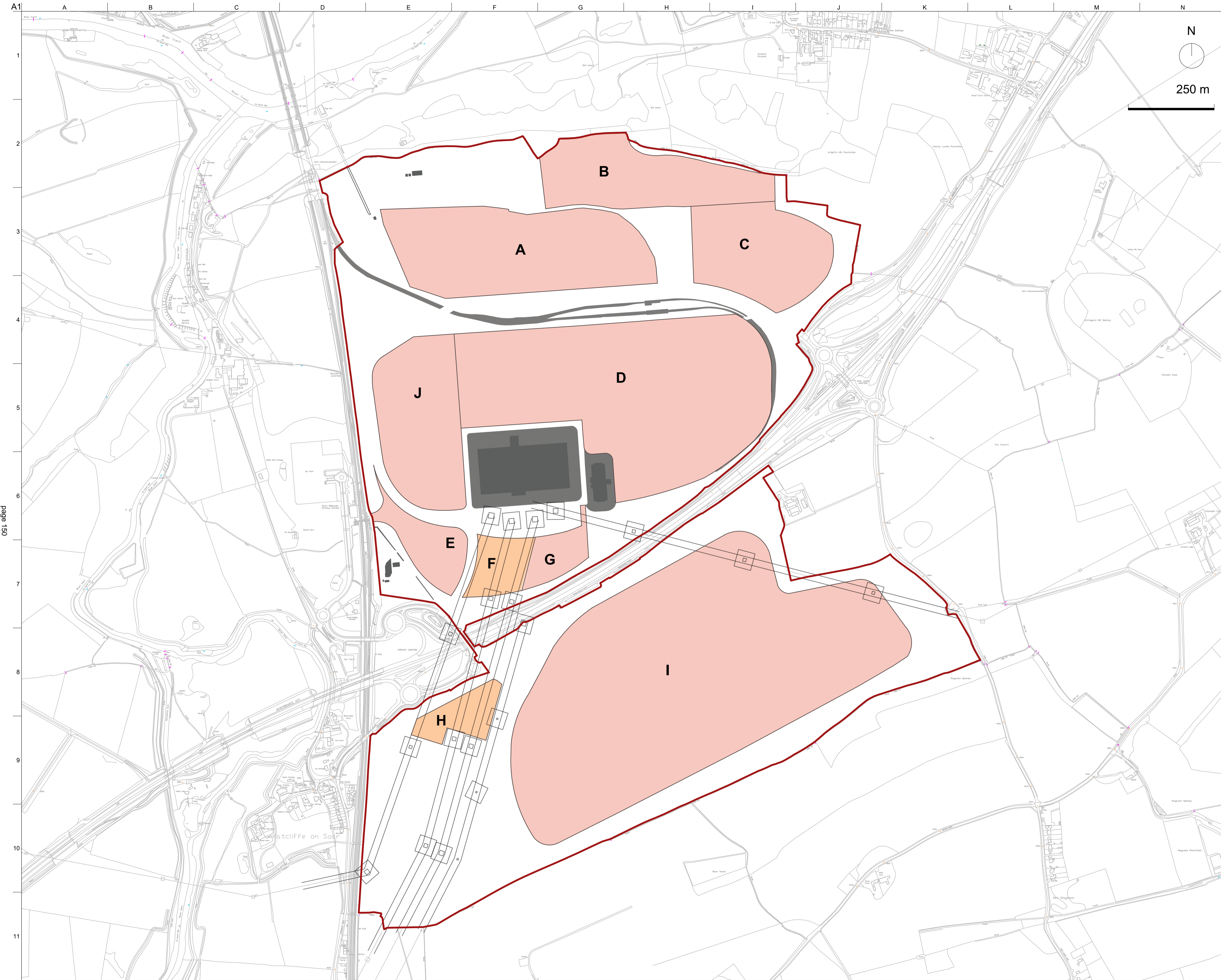
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Discipline **Architecture**

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Discipline **Architecture**

Job No **283253-03** Drawing Status **FOR PLANNING**

Drawing No **RBCLDO-ARUP-ZZ-XX-DR-A-0011** Issue **R1**

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RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



STATEMENT OF COMMUNITY INVOLVEMENT

JULY 2022



Rushcliffe Borough Council

Ratcliffe-on-Soar Local Development Order

Statement of Community Involvement

Reference RBCLDO-ARUP-ZZ-XX-RP-YP-0001

| July 2022



This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 283253-00

Ove Arup & Partners Ltd

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Preface

This document is the Statement of Community Involvement (SCI) submitted with the draft Local Development Order (LDO). It documents the outcome of the proactive and continuous engagement with a wide range of stakeholders, including via a non-statutory consultation, used to inform the preparation of the draft LDO. It is planned to prepare a separate SCI to document the additional feedback received following the period of statutory consultation and review of the draft LDO. This new feedback will feed into the amendment of draft LDO documents and, where necessary, the preparation of new ones. These documents will then be incorporated into the final LDO which will be submitted for review by the Council prior to its adoption.

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Abbreviations

Abbreviation	Meaning
D2N2	The Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham, Nottinghamshire
DEFRA	Department for Environment, Food and Rural Affairs
EIA	Environmental Impact Assessment
EMERGE Centre	East Midlands Energy Re-Generation Centre
FAQ	Frequently Asked Questions
FRA	Flood Risk Assessment
GDPR	General Data Protection Regulation
GFA	Gross Floor Area
GNSP	Greater Nottingham Strategic Plan
HMA	Housing Market Area
HS2	High Speed Two
LDO	Local Development Order
LPA	Local Planning Authority
MP	Member of Parliament
NCC	Nottinghamshire County Council
NET	Nottingham Express Transit
NPPF	National Planning Policy Framework
PAS	Planning Advisory Service
R&D	Research and Development
RBC	Rushcliffe Borough Council
SCI	Statement of Community Involvement
SEP	Strategic Economic Plan for the D2N2 LEP
STEP	Spherical Tokamak for Energy Production
TA	Transport Assessment

1. Introduction

1.1 Purpose

This Statement of Community Involvement (SCI) has been prepared by Ove Arup & Partners Ltd ('Arup') to support the preparation of a draft Local Development Order (LDO) by Rushcliffe Borough Council (the Council). The draft LDO relates to the proposed redevelopment of the Ratcliffe-on-Soar Power Station Site (the Proposed Development).

This report summarises the consultation and engagement undertaken with local communities and key stakeholders regarding the Proposed Development prior to the publication of the draft LDO. This has been a non-statutory consultation exercise.

The report provides a summary of the approach taken to engage with the local community and key stakeholders on the proposals and explains how the consultation feedback has helped to shape the proposals included in the draft LDO.

1.2 Project overview

Uniper will close the Ratcliffe-on-Soar Power Station (the Power Station) at the end of September 2024, in line with UK Government policy to phase out power generation from coal.

With good accessibility and a very large electrical capacity, the redevelopment opportunity at the site of the Proposed Development (the Site) has long been recognised. The emerging vision for the Site is to create a multiuse complex accommodating low-carbon energy generation, storage and distribution together with modern industrial and manufacturing uses and other complementary uses.

The Site is in Nottinghamshire, approximately 11 km south-west of Nottingham City Centre. It is accessed immediately off the A453 (a main arterial route into Nottingham) and close to junction 24 of the M1. Other towns and cities nearby include Derby (approximately 16 km west), Loughborough (approximately 10 km south) and Leicester (approximately 26 km south). East Midlands Airport is a 10-minute drive away, located one junction south on the M1 motorway.

The Site comprises approximately 265 ha extending north and south of the A453. The land north of the A453 (the Northern Area) forms the operational premises of the Power Station. The land south of the A453 (the Southern Area) is predominantly green fields and includes a permitted waste disposal facility (the Winking Hill Ash Disposal Site) for inert fly ash, a by-product of coal combustion.

The Site is part of the East Midlands Freeport which has been formally recognised by Government. Government has set out an ambitious programme for Freeports and expect significant development to have been delivered by the end of September 2026.

The Site is located within the administrative boundary of Rushcliffe Borough Council, and the whole Site sits within the Nottingham–Derby Green Belt. Uniper is the landowner for the Site.

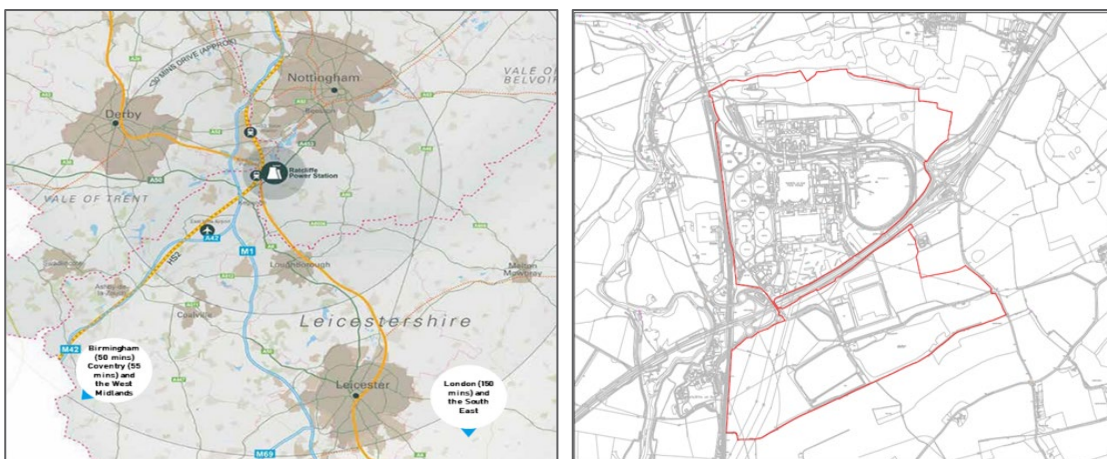


Figure 1 – Regional location and Site boundary

1.3 The Proposed Development

The size of the Site, its connectivity with existing highway and rail networks and its connectivity to the National Grid network, make this a significant development opportunity of both regional and national importance. Significant areas of the Site are currently vacant, with further areas being released following the closure of the Power Station.

Some existing uses will remain on the Site following closure of the Power Station. These include the gas oil-fired turbine, National Grid substations and cabling. Some existing infrastructure (including a railway siding, water supply and water treatment works) is also proposed to remain.

The Site is proposed for the following uses:

- Low-carbon and green energy generation;
- Energy storage;
- Industrial, manufacturing and data operations with high energy demands;
- Advanced manufacturing and logistics;
- Research and training facilities; and
- Complimentary and other uses.

Concentration of these uses on the Site offers potential to manage the use of energy and materials in a more sustainable way. Clustering these uses at the Site will also create a hub for highly skilled jobs and encourage cross-fertilisation of knowledge and technologies to promote innovation.

It is anticipated that redevelopment of the Site will commence within the coming years. Full redevelopment of the Site is likely to take place over an extended period, subject to the adoption of the LDO and further subsequent approvals.

1.4 Draft Local Development Order

A draft LDO has been prepared to authorise and control the Proposed Development should the final LDO be adopted. The final LDO will be prepared after incorporation of feedback from a statutory consultation (see Section 2.3) into draft LDO documents and, where necessary, the preparation of new ones.

An LDO is a planning tool which a Local Planning Authority (LPA) can use to streamline the planning process. When used effectively, LDOs can create certainty for investors, speed up the planning process and accelerate delivery of development, whilst enabling the LPA to retain control over the future use and development of the Site. Government guidance encourages LPAs and landowners to work together when preparing LDOs and encourages the use of LDOs to achieve planning permission on Freeport sites.

The LDO legislative requirements and consultation procedures are set out in sections 61A to 61D and Schedule 4A of the Town and Country Planning Act 1990¹ and Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.² Other relevant legislation, policy and guidance for the preparation of LDOs includes:

- National Planning Policy Framework (2021);³
- National Planning Practice Guidance (2014 and onwards);⁴
- Town and Country Planning (Development Management Procedure) (England) Order (2015);

¹ <https://www.legislation.gov.uk/ukpga/1990/8/part/III/crossheading/local-development-orders>

² <https://www.legislation.gov.uk/uksi/2015/595/article/42/made>

³ <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

⁴ <https://www.gov.uk/government/collections/planning-practice-guidance>

- Planning Advisory Service, Local Development Orders Guidance (2019);⁵
- Rushcliffe Local Plan Part 1: Core Strategy (2014);
- Rushcliffe Local Plan Part 2: Land and Planning Policies (2019); and
- Rushcliffe Borough Council’s Statement of Community Involvement (2019).⁶

1.5 Rushcliffe Borough Council Statement of Community Involvement (2019)

The Council’s SCI advocates undertaking pre-application consultation for certain types of development. During consultation it advises applicants to involve the local community and stakeholders when preparing a proposal, even if there is no statutory obligation to do so. Such engagement can be beneficial to both the applicant and the community, as it can foster transparency, and enable proposals to respond to local needs and expectations.

The document also contains guidelines for developers to follow when consulting on planning applications within the administrative boundaries of the Council. While an LDO is not a planning application, these guidelines are still considered relevant to the preparation of an LDO.

The SCI identifies the principal aims of consultation relating to planning applications as to:

“Actively encourage and hold pre-application discussions with prospective applicants whatever the scale of development proposed. For the larger proposals or those which may give rise to local controversy, on sensitive sites or of a significant scale, consultation may be carried out with technical consultees such as Nottinghamshire County Council as Highways Authority and the Environment Agency”

“Encourage the applicants of more significant applications to engage with the community including holding exhibitions and other events to publicise their proposals”

A variety of publicity methods are suggested by the SCI including public meetings, newsletters, press releases, and adverts in the local newspaper.

⁵ <https://www.local.gov.uk/sites/default/files/documents/LDO%20Guidance%20Document%20March%202019.pdf>

⁶ <https://www.rushcliffe.gov.uk/planningpolicy/localplan/communityinvolvement/>

2. Engagement strategy

2.1 Overview

Although not a statutory requirement of the consultation procedure for a draft LDO, it is good practice to inform and engage with communities and stakeholders at an early stage in major redevelopment proposals. This is supported by the Planning Advisory Service Guidance, which states:

“Experience from the making of LDOs to date has demonstrated the benefits of early engagement with key stakeholders, including the community, on helping to inform the development of the LDO. This should also ensure that no unexpected issues arise at the formal consultation stage that could prejudice the delivery of the LDO.”

An engagement strategy was developed in collaboration with the Council and Uniper, proposing an initial round of non-statutory consultation which was undertaken in late 2021 / early 2022. This will be followed by the statutory consultation required after publication of the draft LDO.

2.2 Non-statutory consultation

The non-statutory consultation was undertaken between Monday, 29 November 2021 and Monday, 10 January 2022. The aims and objectives of this round of consultation were to:

- Introduce the Proposed Development;
- Promote the key benefits;
- Explain the planning process (LDO) and reasons / rationale for this approach;
- Share the initial vision and objectives;
- Provide an indication of potential future uses to be consented by the LDO;
- Present the initial design and landscaping principles;
- Explain the detailed work that will be undertaken following the non-statutory consultation (e.g. Transport Assessment, Environmental Impact Assessment);
- Set out the proposed timescales for the Proposed Development;
- Provide an opportunity for stakeholders and the local community to feedback on the vision for the Site, and to allow public aspirations to be put forward; and
- Explain the next steps including when there will be further opportunities for people to share their views.

2.3 Statutory consultation

Following the publication of the draft LDO, a statutory consultation will be undertaken. The requirements of the statutory consultation are set out in Article 38 of the Town and Country Planning (Development Management Procedure) (England) Order (2015).

As part of this consultation, the draft LDO, and supporting documents including the Environmental Statement, Transport Assessment and this SCI, will be made available for inspection in accordance with the statutory requirements.

The requirements for the statutory consultation include:

- Publication of the draft LDO and supporting documents which must contain a description of the development which the order would permit, and a plan or statement identifying the land to which the order would relate;

- Consultation with persons whose interests the LPA consider would be affected by the order if made, and with any person who the LPA would normally be required to consult on an application for planning permission for the development proposed to the permitted by the order;
- A consultation period of no less than 28 days;
- Taking account of all representations received during the consultation period;
- Making a copy of the draft LDO, Environmental Statement and other technical documents available for inspection in person and online; and
- Giving notice by advertisement of the draft LDO and the statutory consultation period.

3. Methods of non-statutory consultation and engagement

3.1 Publicity

To raise awareness regarding the Proposed Development and the non-statutory consultation, a range of communication methods were used, including:

- Invitation letter drop to local residents and businesses in Ratcliffe-on-Soar, Thrumpton, Barton in Fabis, Kingston-on-Soar and Gotham – see Appendix A1 for the consultation distribution area and Appendix A2 for a copy of the invitation letter;
- Email notification to a stakeholder distribution list;
- Social media posts via the Council’s channels;
- Notification via the Council’s weekly email newsletter;
- Notification on the Council’s website, including the newsroom and planning policy pages;
- Press release to local and regional media outlets – see Appendix A3 for a copy of the press release; and
- Consultation leaflets displayed in Sutton Bonington Library, Gotham Community Partnership Library, East Leake Library, Ruddington Library, Clifton Library and the Council’s Customer Service Centre.

3.2 Summary of consultation and engagement

Ongoing engagement has taken place with technical stakeholders, statutory consultees and other key stakeholders throughout the preparation of the draft LDO. The following activities were undertaken during the main consultation period:

- A pre-consultation stakeholder workshop was held in November 2021, with technical stakeholders, local authorities, and statutory consultees;
- A dedicated consultation website⁷ was established, which included a virtual exhibition, an FAQs page, and an online consultation questionnaire – see Appendix A4 for a copy of the consultation materials;
- Two public exhibitions were held at Thrumpton Village Hall (30 November 2021) and Gotham Memorial Hall (7 December 2021), including a stakeholder preview event at Thrumpton Village Hall; and
- A meeting was held with Ruth Edwards, MP for Rushcliffe.

Beyond the non-statutory consultation period, engagement with key technical stakeholders has continued. These include meetings and, where necessary, workshop conversations to assist in developing the draft LDO, to seek advice and understand potential mitigation requirements and to relay progress on the draft LDO. Ongoing engagement activities have included:

- Regular engagement throughout transport modelling and assessment activities, with National Highways, Nottinghamshire, Derbyshire and Leicestershire County Councils and Nottingham City Council;
- Discussions with potential public transport (bus) operators;
- Meetings with Network Rail, HS2 Ltd and the Nottingham Express Transit (NET) team;
- Meeting with East Midlands Airport to discuss safeguarding requirements;

⁷ <https://rushcliffe.ratcliffeldo.com/>; accessed 27 January 2022.

- Meetings with representatives of the Nottinghamshire Wildlife Trust and East Midlands Development Company Natural Capital;
- Meetings with Nottinghamshire County Council Public Rights of Way Officers;
- Heritage focussed meetings with Historic England and Nottinghamshire County Council;
- Stakeholder workshop sessions with Environmental Agency regarding groundwater and environmental impacts; and
- Telephone discussions with the Trent Valley Internal Drainage Board.

3.3 List of consultees

Table 1 lists the individuals, groups, local authorities, and organisations were invited to take part in the non-statutory consultation, grouped according to the type of stakeholder.

Table 1 – List of consultees

Category	Stakeholder
Local Authorities	Rushcliffe Borough Council
	Nottinghamshire County Council
	Derbyshire County Council
	Leicestershire County Council
	Nottingham City Council
	Broxtowe Borough Council
	Erewash Borough Council
	North West Leicestershire District Council
	South Derbyshire District Council
Technical stakeholders, key stakeholders, and statutory consultees	National Highways
	Network Rail
	HS2 Ltd
	Environment Agency
	East Midlands Airport
	Canal and River Trust
	Historic England
	Natural England
	Nottinghamshire Wildlife Trust
	Western Power Distribution
	Nottinghamshire County Council (Lead Local Flood Authority)
	National Grid
East Midlands Development Company	

Category	Stakeholder
	East Midlands Freeport
	D2N2 Local Enterprise Partnership
Political stakeholders	Ruth Edwards MP
	Local Rushcliffe Borough Councillors
	Local Nottinghamshire County Councillors
	Ratcliffe on Soar Parish Meeting
	Barton in Fabis Parish Council
	East Leake Parish Council
	Kingston on Soar Parish Council
	Gotham Parish Council
	Thrumpton Parish Meeting
	Sutton Bonington Parish Council
Kegworth Parish Council	
Community	Local residents / businesses in Ratcliffe-on-Soar, Thrumpton, Barton in Fabis, Kingston-on-Soar and Gotham

3.4 Public consultation

3.4.1 Consultation website

The consultation website was the central source of information for consultees and interested parties. The website included:

- A home page, providing a high-level summary of the Proposed Development;
- A virtual exhibition, mirroring the information provided at the public exhibitions;
- An FAQ page to answer common queries or questions regarding the Proposed Development;
- Information on how to respond, including via email, an online questionnaire, and a Freepost address; and
- An option to sign up to the mailing list, to receive future updates on the LDO.

The consultation website was designed to be highly accessible and interactive. Accessible versions of consultation documents were available for consultees who are visually impaired and / or need to use a screen reader. This was particularly important as the consultation was undertaken during the Covid-19 pandemic, where some consultees may have been uncomfortable attending public exhibitions.

As of 17 January 2022 (one week after the consultation period closed), website analytics for the consultation website showed:

- A total of 3,980 visits to the consultation website;
- Of the 3,980 visits, 70 % were returning visits and 30 % were unique visits; and
- Of the 3,980 visits, 68 % visited from a desktop device and 32 % visited from a mobile device.

Figure 2 shows the geographic spread of website visitors, which demonstrates that while most of the interest in the Proposed Development was driven locally, the website also received visits from across the UK.

Top visitor locations

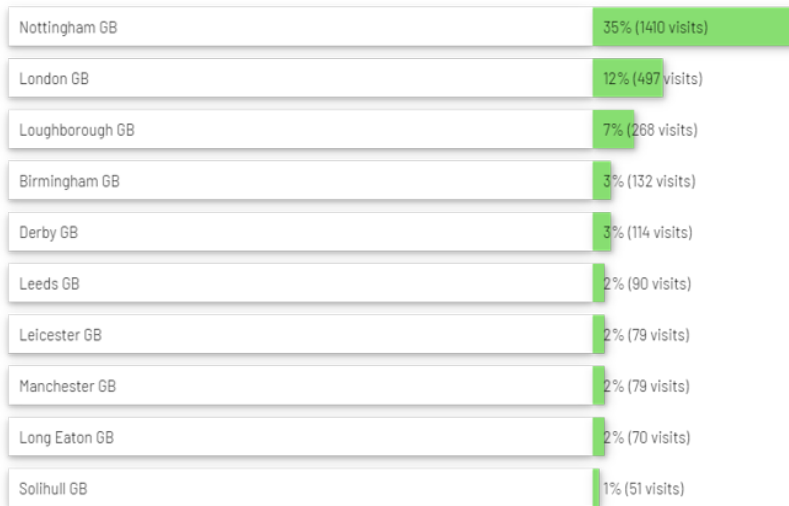


Figure 2 – Geographic spread of website visitors

3.4.2 Public exhibitions

Two public exhibitions were held as follows:

- Thrumpton Village Hall, 30 November, 3–7 p.m. – 42 attendees; and
- Gotham Memorial Hall, 7 December 2021, 3–7 p.m. – 44 attendees.

The public exhibitions provided an opportunity for the local community to learn about the Proposed Development, meet representatives from the Council, its consultant (Arup) and Uniper, ask questions and provide feedback. A total of 30 attendees signed up to a mailing list to receive future updates.

A series of information boards were on show at the public exhibitions. A takeaway leaflet was also available which mirrored the content of the information boards. The information boards and leaflet covered the following topics:

1. Welcome
2. The Site
3. East Midlands Freeport
4. The Vision
5. Business & Employment
6. Masterplan Objectives
7. Design Principles
8. Environment
9. Transport and Connectivity
10. Delivery and Phasing
11. Next Steps

A copy of the information boards and leaflet can be found in Appendix A4.



Figure 3 – Public exhibition events at Thrumpton Village Hall (left) and Gotham Memorial Hall (right)

3.4.3 Consultation questionnaire

A consultation questionnaire sought feedback on the proposals shared at the non-statutory consultation. The questionnaire was available online on the consultation website; alternatively, it could be completed at the public exhibitions or sent to a dedicated Freepost address.

The questionnaire sought feedback on the vision for the Site, the initial objectives for the masterplan, initial landscaping principles, sustainable modes of transport and the extent to which respondents are supportive of the plans for the future of the Site. Respondents could also provide additional comments.

A total of 71 questionnaires were completed online, which included responses from Ruth Edwards MP and the Campaign to Protect Rural England.

Figures 4 and 5 show the geographic location of consultation responses received online; the majority of responses were provided from the Rushcliffe local authority area.

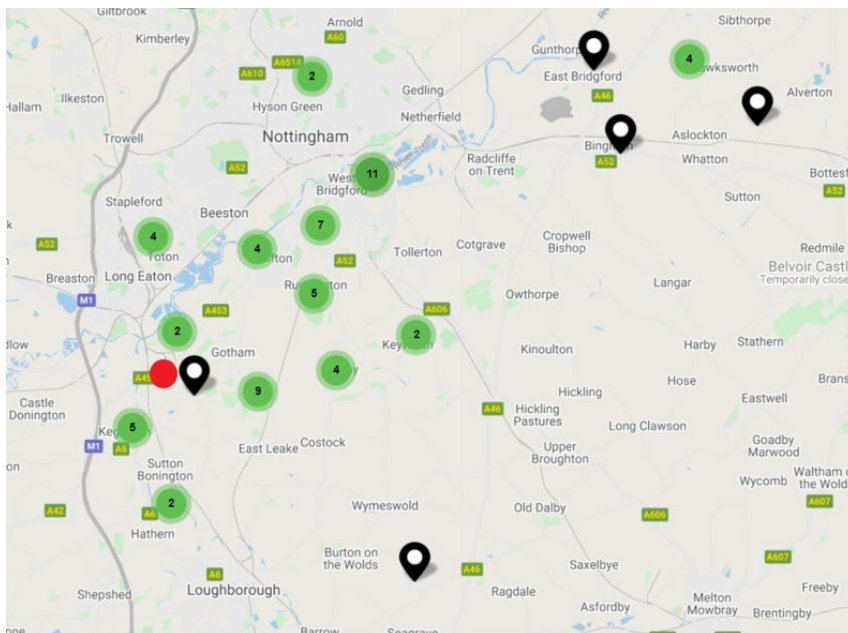


Figure 4 – Location of online questionnaire respondents, by geographic location (the Site is shown by a red dot)

Top local authority areas

All posts

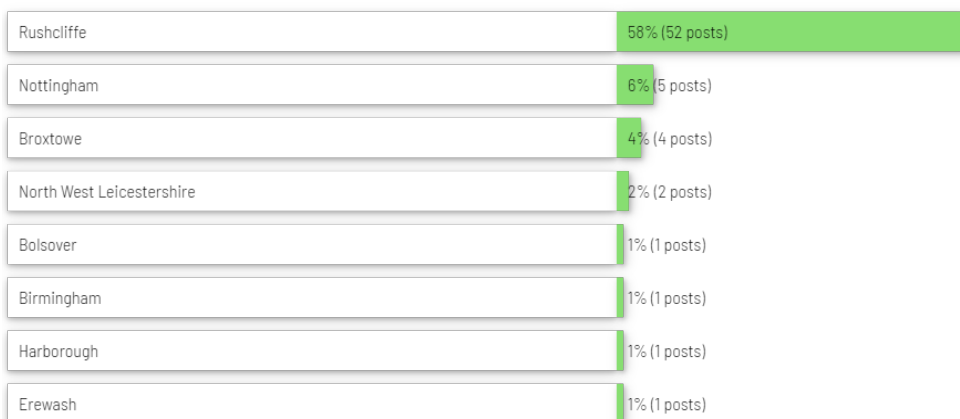


Figure 5 – Location of online questionnaire respondents, by local authority area

In addition, two questionnaires were completed at the public exhibitions, and two were received via Freepost. A copy of the consultation questionnaire can be found in Appendix A4.

3.4.4 Consultation email

In addition to the consultation questionnaire, a dedicated project email address was established. A total of 32 emails were received, which comprised 18 stakeholder responses and 14 responses from members of the public.

3.5 Feedback capture and analysis

All feedback received during the non-statutory consultation period was recorded and analysed to draw out key themes, frequent comments, issues, concerns, and specific queries.

Feedback analysis was carried out using a method known as coding. This involves creating codes for each individual comment. Codes are then grouped into themes, which allows the feedback to be summarised and reported on thematically.

All consultation feedback was reviewed and coded, which were then grouped into the following themes:

- Support and Oppose
- Land Use, Design and Capacity
- Environment and Biodiversity
- Green Belt
- Traffic and Transport
- LDO, Freeport and Phasing
- Consultation Approach
- Other

Details of the coding framework can be found in Appendix A5.

4. Consultation feedback and response

4.1 Stakeholder feedback

4.1.1 Stakeholder workshop

A stakeholder workshop was held in November 2021, facilitated virtually on Microsoft Teams. In the workshop, the Council and Uniper introduced the emerging proposals for the Site, outlined the work programme and requirements for preparing the LDO, and set out how technical stakeholders and statutory consultees would be engaged going forward.

The workshop was well attended by a range of stakeholders and covered the following agenda items:

1. Project background
2. The LDO process
3. Masterplan presentation
4. Environmental Impact Assessment / Transport Assessment
5. Engagement and public consultation
6. Next steps

The feedback and discussions held were broadly positive, with stakeholders recognising the redevelopment potential of the Site and its significance for Nottinghamshire and the East Midlands more widely. Key discussion points included:

- The relationship between the LDO and the East Midlands Freeport sites;
- Whether and how the LDO would seek to define acceptable land uses;
- Whether there has been any consideration of residential uses;
- Biodiversity net gain and how this will be approached;
- Potential impacts on the strategic highways network both during construction and operation;
- Freight trains and the need for engagement with Network Rail;
- The potential for water abstraction from local watercourses;
- Drainage connections and whether they would be public or private; and
- Aerodrome safeguarding in relation to East Midlands Airport.

4.1.2 Consultation responses

A total of 21 stakeholder responses were received and are summarised as in Tables 2 to 4, along with a response to feedback received.

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
Canal and River Trust	<p>Consider the proposed landscaping principles to be acceptable and support the promotion and enhancement of biodiversity.</p> <p>The towpath along the River Soar is an important aspect of the local footpath network and opportunities to provide links to it should also be identified as part of the creation of wider walking / cycling links.</p>	The Council will continue to engage with the Canal and River Trust as part of the statutory consultation on the draft LDO.

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
	<p>Welcome further engagement as the proposals for the Site are progressed.</p>	
<p>East Leake Parish Council</p>	<p>Supportive of the redevelopment of the Site but require further details to be able to comment fully on the proposed plans.</p> <p>Strongly support improved public transport links to East Leake and recommend expanding the Skylink bus service and improving railway links to the Site.</p>	<p>Further details will be available as part of the statutory consultation on the draft LDO.</p> <p>The Council has been in discussions with relevant Highway Authorities, including Nottinghamshire County Council and with bus operators, regarding sustainable transport links, including consideration of bus services. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p>
<p>East Midlands Airport</p>	<p>The Site is a key part of the East Midlands Freeport proposal which offers a unique economic opportunity for the region.</p> <p>Support for the emerging vision for the Proposed Development.</p> <p>Comments in relation to aerodrome safeguarding requirements for future development proposals.</p>	<p>The Council will continue to engage with East Midlands Airport as part of the statutory consultation on the draft LDO.</p> <p>The Council also recognises the need to ensure that the LDO and any subsequent approval processes are cognisant of the aerodrome safeguarding requirements for East Midlands Airport and relevant mitigation requirements are included in the Compliance process.</p>
<p>Environment Agency</p>	<p>Encourage RBC to use the LDO to ensure that any development provides suitable environmental enhancements.</p> <p>Comments and recommendations on a variety of topics and technical matters including:</p> <p>Flood risk</p> <p>Biodiversity Net Gain</p> <p>Blue / green infrastructure</p> <p>Foul drainage</p> <p>Environmental management and permits</p> <p>Groundwater and contaminated land</p> <p>Fisheries</p> <p>Decommissioning</p>	<p>The Council has engaged with the Environment Agency on the matters listed, and this will continue as part of the statutory consultation on the draft LDO.</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development. The Environmental Statement provides details on how any impacts on the environment will be minimised and mitigated. This includes an assessment of potential impacts on groundwater and contaminated land during the construction phase.</p> <p>Comments in relation to flood risk and foul drainage have been considered in the Surface Water Drainage Strategy (document reference: RBCLDO-ARUP-ZZ-XX-RP-CD-0001) and Flood Risk Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YE-0063) which are supporting documents to the draft LDO.</p>
<p>Gotham Parish Council</p>	<p>Concerns that once the LDO is established and the Freeport is in operation, local authorities / Parish Councils will lose their influence; it would welcome reassurances in this regard.</p> <p>Concerns with the anticipated growth of East Midlands Airport and request that future public consultations take on a wider, more integrated approach.</p>	<p>If adopted, the LDO will allow the Council to control the type of development that comes forward on the Site. The LDO sets out a series of parameters, building heights and design principles which any development coming forward as part of the LDO must comply with.</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
	<p>Do not support any development of the Southern Area and suggest any areas of undeveloped land / green space should be preserved for the benefit of wildlife and habitats.</p> <p>Suggest further consideration of road links to the A46 eastern corridor.</p> <p>Public transport connectivity between the Site, East Midlands Parkway, East Midlands Airport, and parishes to the east, including Gotham, is poor; this prevents local people from accessing employment opportunities and should be addressed in the next phase of consultation.</p>	<p>The Council will continue to engage with Parish Councils as part of the statutory consultation on the draft LDO, with an opportunity to influence the parameters and principles.</p> <p>If adopted, prospective developers and occupiers will have to submit an Application for a Certificate of Compliance prior to commencement of development within the Site. No development should be commenced before formal notification has been received from the Council, and the Certificate of Compliance has been approved. Details of the Compliance process are included in the LDO and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).</p> <p>The Southern Area falls within the Site and has in part been used for ash disposal at the Winking Hill Ash Disposal Site and is also within the East Midlands Freeport. This land presents an opportunity to bring forward development early, to provide a transition in employment and meet the ambitious Freeport timetable.</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development. The Environmental Statement provides details on how any impacts on the environment will be minimised and mitigated.</p> <p>The Council has been in discussions with Nottinghamshire County Council and other Highway Authorities regarding sustainable transport links, including consideration of bus services. As a result, requirements for sustainable transport have been included as a mitigation requirement of the draft LDO. Applications shall set out the proposed management and provision of bus services to the Site through a Transport Mitigation Strategy. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p>
Historic England	<p>Welcome the Proposed Redevelopment as a sustainable reuse of brownfield land.</p> <p>Information shared on nearby heritage assets including a scheduled monument area within the Site, a Roman site on Red Hill, a Roman settlement at Glebe Farm and the Grade I listed Thrumpton Hall.</p> <p>Recommend early consultation with heritage bodies, and a programme of archaeological investigation and assessment, to inform the design of the scheme and its mitigation.</p> <p>While the Proposed Development does not intend to retain the cooling towers, their significance should be assessed so that RBC can take an informed view on their significance</p>	<p>The Council will continue to engage with Historic England as part of the statutory consultation on the draft LDO.</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the historic environment resulting from the construction and operation of the Proposed Development. The Environmental Statement will provide details on how any impacts on the historic environment will be minimised and mitigated.</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
	<p>and whether it regards them as non-designated heritage assets.</p>	<p>As part of the EIA and design of the masterplan, a geophysical survey has been undertaken. The Written Scheme of Investigation (WSI) specifying this geophysical survey has been approved by the Nottinghamshire County Council archaeological advisor, and ongoing engagement with them shall continue.</p> <p>It is noted that the Nottinghamshire Historic Environment Record (HER) already considers the power station as a whole to be a non-designated heritage asset, and the cooling towers are included in this.</p>
<p>HS2 Ltd</p>	<p>Subject to consultation, a stretch of new high-speed line will be built from the West Midlands to the East Midlands, based largely on the existing safeguarded route, connecting to the existing railway line near East Midlands Parkway Station (close to East Midlands Airport).</p> <p>The work on the Eastern Leg of HS2 work is at an early stage and therefore the level of detail HS2 Ltd can provide is limited at this time.</p> <p>HS2 Ltd would welcome further engagement with RBC and other stakeholders regarding aspirations for connectivity between the Site and East Midlands Parkway station, aspirations for any extension to the Nottingham Express Transit (NET) tram, aspirations for the rail freight loop, development phasing and construction timescales, the LDO masterplan assumptions and the EIA projected baseline.</p>	<p>The Council will continue to engage with HS2 Ltd as part of the statutory consultation on the draft LDO and recognise that co-ordination of development plans will be required in the coming years once details of development(s) by HS2 Ltd on and around the East Midlands Parkway Station are available.</p>
<p>Kegworth Parish Council</p>	<p>The existing roads between Kegworth and the Site are poor in terms of their design and existing condition.</p> <p>Concerned about increased traffic and the associated problems that this will cause.</p>	<p>The Council will continue to engage with Kegworth Parish Council as part of the statutory consultation on the draft LDO.</p> <p>The Council has been in discussions with Nottinghamshire County Council and other highways authorities regarding sustainable transport links, including how to best mitigate local and regional traffic impacts due to the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p>
<p>National Grid</p>	<p>Information shared on the existing National Grid assets on the Site.</p> <p>Welcome further engagement as the proposals for the Site are progressed.</p>	<p>The Council will continue to engage with National Grid as part of the statutory consultation on the draft LDO.</p>
<p>National Highways</p>	<p>The Proposed Development has the potential to impact the safe and efficient operation of the Strategic Road Network, which in relation to this proposal is the M1, A453, A52, A50, A46 and A42.</p> <p>The Transport Assessment and supporting traffic modelling should define the potential for interactions between the other Freeport sites.</p>	<p>The Council will continue to engage with National Highways as part of the statutory consultation on the draft LDO.</p> <p>The Council has been in discussions with Nottinghamshire County Council and other Highway Authorities regarding sustainable transport links, including how to best mitigate local and regional traffic impacts</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
	<p>Comments and recommendations on a variety of topics and technical matters in relation to HS2, local transport networks and the other East Midlands Freeport sites.</p>	<p>due to the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p>
<p>Natural England</p>	<p>Highlight the need to conserve, enhance, and manage environmental sites, contributing to sustainable development.</p> <p>List nearby designated sites that could be affected by the Proposed Development including Lockington Marshes SSSI and Attenborough Gravel Pits SSSI.</p> <p>Welcome the concept of green corridors within the Site and note that these should perform a range of functions including improved flood risk management, provision of accessible green space, climate change adaptation and biodiversity enhancement.</p> <p>Biodiversity Net Gain should be embedded into the development process at the earliest stages.</p> <p>Buildings should incorporate green roofs and walls where possible.</p> <p>An assessment of the impact of the Proposed Development on protected species should be included within any application.</p>	<p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the ecological environment resulting from the construction and operation of the Proposed Development. The Environmental Statement provides details on how any impacts on the ecological environment will be minimised and mitigated.</p> <p>An assessment of Biodiversity Net Gain has been undertaken as part of the master planning process, using the DEFRA Biodiversity Metric 3.1. The masterplan aims to integrate ecological enhancements within the Site itself where possible, but also expects off-site measures to be required.</p>
<p>North-West Leicestershire District Council</p>	<p>Support the emphasis on public transport and propose an extension towards Leicestershire.</p> <p>Concerns about traffic and impact on the surrounding road networks and request the LDO includes a mechanism to mitigate any potential impacts.</p> <p>Concerns about construction traffic, waste disposal, air quality and noise.</p> <p>Request that the LDO sets size parameters for retail and hospitality uses, to minimise potential impacts on other established local centres.</p> <p>An environmental assessment should be undertaken which focuses on flood risk, ecological impacts, and opportunities for Biodiversity Net Gain.</p>	<p>The Council will continue to engage with North-West Leicestershire District Council as part of the statutory consultation on the draft LDO.</p> <p>The Council has been in discussions with Nottinghamshire County Council and other Highway Authorities regarding sustainable transport links, including how to best mitigate local and regional traffic impacts due to the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO. The Site is not being proposed to compete against local services centres. If adopted, the LDO will allow the Council to control the type of development that comes forward on the Site. The LDO sets out a series of permitted uses, development parameters, building heights and design principles which any development coming forward as part of the LDO must comply with.</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
		<p>Development. The Environmental Statement provides details on how any impacts on the environment will be minimised and mitigated.</p> <p>An assessment of Biodiversity Net Gain has been undertaken as part of the master planning process, using the DEFRA Biodiversity Metric 3.1. The masterplan aims to integrate ecological enhancements within the Site itself where possible, but also expects off-site measures to be required.</p>
<p>Nottinghamshire County Council</p>	<p>No objection in principle to the use of an LDO.</p> <p>Welcome early discussions with RBC if required and will respond in further detail at the statutory consultation stage.</p> <p>The masterplan needs to ensure long-term sustainability, such as infrastructure to allow the energy from the EMERGE Centre to be used by developments across the Site.</p> <p>The Site needs to be well connected and is accessible to sustainable forms of transport; suggest using East Midlands Parkway as a hub interchange from Nottingham and other urban areas.</p>	<p>The Council will continue to engage with Nottinghamshire County Council as part of the statutory consultation on the draft LDO.</p> <p>Whilst the EMERGE Centre is outside of the LDO proposals, it is an aspiration for heat and power generated by the EMERGE Centre to be distributed via on-site energy networks, which can then be used by other businesses and future occupiers across the Site.</p> <p>The Council has been in discussions with Nottinghamshire County Council and other Highway Authorities regarding sustainable transport links, including how to best mitigate local and regional traffic impacts due to the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p>
<p>Ratcliffe-on-Soar Parish Meeting</p>	<p>Concerned about loss of walking routes which are popular for residents and dog walkers.</p> <p>Concern with road safety due to increased traffic and loss / diversion of public footpaths.</p>	<p>The Council will continue to engage with Ratcliffe on Soar Parish Meeting as part of the statutory consultation on the draft LDO.</p> <p>It is not intended to close any Public Rights of Way. The Council will ensure that safe and attractive diversions to footpaths and Public Rights of Ways are incorporated into the layout and consulted on throughout the phased development of the Site. Nottinghamshire County Council will have to consent to any diversion of the Public Rights of Way through a separate process prior to any diversion. The Council has worked with Nottinghamshire Country Council to understand their requirements and will consult further once detailed proposals are submitted for approval to ensure any diversion will be acceptable and satisfactory.</p> <p>The Council has been in discussions with Nottinghamshire County Council and other highways authorities regarding sustainable transport links, including how to best mitigate local and regional traffic impacts due to the Proposed Development. As a result, requirements for sustainable transport</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
		<p>have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p>
<p>Ruth Edwards MP</p>	<p>Support for the Proposed Development as it will have a significant impact on Rushcliffe, empowering communities and generating wealth.</p> <p>Recognises the opportunity to create a legacy for the East Midlands.</p> <p>Considers the outlined objectives to be very important for the Site.</p> <p>Important that the development considers ways to promote a biodiversity net gain and to minimise disruption to the natural landscape.</p> <p>The site needs to utilise its proximity to the East Midlands Parkway station, HS2 connection and the electrification of the Midland Mainline.</p>	<p>An assessment of Biodiversity Net Gain has been undertaken as part of the master planning process, using the DEFRA Biodiversity Metric 3.1. The masterplan aims to integrate ecological enhancements within the Site itself where possible, but also expects off-site measures to be required.</p> <p>A direct connection to East Midlands Parkway is a key proposal of the Transport Mitigation Strategy, and further details of this will be subject to consideration as one of the identified transport mitigation measures required under the provisions of the LDO.</p>
<p>Cllr Walker (RBC) & Cllr Barney (RBC, NCC)</p>	<p>Very Special Circumstances will need to be justified for the Southern Area, and controls must be in place to ensure the type of development used to justify Green Belt release does come forward.</p> <p>Concern that future loss of Green Belt will continue around the Site.</p> <p>Building heights should be low, particularly in the Southern Area.</p> <p>Wildlife and biodiversity should be encouraged throughout, with wild zones and wildlife corridors established.</p> <p>Consideration is needed for the integration with HS2 and any potential future tram extension from Clifton.</p> <p>Improved footpath and cycling connectivity to the River Trent would be welcomed.</p> <p>Winking Farm should be included within the LDO boundary.</p>	<p>The Council will continue to engage with Councillors at Rushcliffe Borough Council and Nottinghamshire County Council as part of the statutory consultation on the draft LDO.</p> <p>It is acknowledged that in making a decision to adopt the LDO on Green Belt land, the Council must carefully consider how the benefits of the Proposed Development, such as job creation, contribution to net-zero commitments and alignment with wider government economic and climate change policy, weigh against harm to the Green Belt. Further details on how potential impacts on the Green Belt have been considered can be found in the Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).</p> <p>If adopted, the LDO will allow the Council to control the type of development that comes forward on the Site. The LDO sets out a series of uses, parameters, building heights and design principles which any development coming forward as part of the LDO must comply with. Further details on the LDO approach, justification and process can be found in the LDO and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).</p> <p>The Council has discussed with Nottinghamshire County Council, Nottingham City Council, HS2, Network Rail and Nottingham Express Transit (NET) regarding potential sustainable transport and non-car based travel measures to serve the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
		<p>Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p> <p>A direct connection to East Midlands Parkway Station is a key element of the Transport Mitigation Strategy required by the LDO.</p> <p>Winking Hill Farm will not be included within the LDO boundary as this would delay potential adoption and delivery of development due to the need for additional surveys and consultation. In addition, Winking Hill Farm is not within the land designated as a Freeport.</p>
<p>Thrumpton Parish Meeting</p>	<p>Support the vision for the Proposed Development.</p> <p>Recognise the benefits of partnership working between RBC and Uniper, but note there must be a balance to ensure the process does not become too developer-led.</p> <p>Concern over whether local communities will be able to shape and contribute to future developments as part of the Freeport proposals.</p> <p>Concern over Green Belt development in the Southern Area, loss of green space and impacts on wildlife and request to work within the existing landscape.</p> <p>Concern over potential flooding risks created through loss of surface storage within the Southern Area.</p> <p>Concerns around the impact on the local community including light pollution, building heights, disruption with additional traffic.</p> <p>Support for new cycling and walking routes in and around the Site.</p> <p>Request for consideration of increased public transport in the area, including buses.</p> <p>Concern with cumulative impact of various proposals in the area and potential for infill development, and request for RBC to take a strategic overview of development in the area.</p>	<p>The Council will continue to engage with Thrumpton Parish Meeting as part of the statutory consultation on the draft LDO and they and other communities will be able to respond to the formal proposals, design guidelines and development parameters.</p> <p>The Council has discussed with Nottinghamshire County Council and Nottingham City Council regarding potential sustainable transport and active travel measures to serve the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004) which are supporting documents to the draft LDO.</p> <p>A direct connection to East Midlands Parkway Station is a key element of the Transport Mitigation Strategy required by the LDO.</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development; this includes an assessment of potential flooding impacts and an assessment of cumulative impacts. The Environmental Statement provides details on how any impacts on the environment will be minimised and mitigated.</p> <p>The draft LDO is supported by a Flood Risk Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YE-0063), produced following consultation with the Environment Agency and Lead Local Flood Authority</p> <p>The LDO and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002) sets out how the harm to the Green Belt from new development has</p>

Table 2 – Responses to feedback received from statutory consultees

Stakeholder	Summary	Response
		been weighed against the Very Special Circumstances in favour of the development.

Table 3 – Responses to representations received from non-statutory consultees

Stakeholder	Summary	Response
Pedals (Nottingham Cycling Campaign)	<p>Welcome the commitment to promote sustainable transport, including cycling.</p> <p>Comments on the need for segregated cycling routes / infrastructure, based on national design standards, from residential areas within 5–10 miles.</p> <p>Comments on the need for prioritisation of walking and cycling and the provision of safe, secure cycling parking and e-bike charging facilities.</p> <p>Comments on the need to take account of existing cycling provision in the area and future planned schemes such as an ‘ebike superhighway’ between Nottingham and East Midlands Airport.</p>	<p>The Proposed Development includes a network of cycle routes designed to national and local standards, which will be connected to the external cycle network.</p> <p>Potential enhancements to the local cycling network are set out in the Transport Mitigation Strategy. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003).</p>
Toton & Chilwell Neighbourhood Forum’s Infrastructure Focus Group	<p>Welcome the proposals to provide cycling and walking infrastructure, but note that this might result in ad hoc and isolated measures which do not enable active travel journeys beyond the site.</p> <p>Cycling should be a viable option for accessing all the development sites from within a 5-mile radius.</p> <p>Suggestions for new cycle routes between the Proposed Development, East Midlands Parkway, Long Eaton, Toton, Chilwell and Chetwynd, Clifton / south-west Nottingham, as well as a new cycle bridge over the River Trent.</p> <p>On-site cycle parking must be safe and secure, with e-bike charging available and maximum speed limits of 20 mph.</p> <p>Improved bus connectivity to the site is required.</p> <p>A comprehensively coordinated cross-boundary approach and programme is needed to support active travel between large development sites in the area.</p>	<p>The Proposed Development includes a network of cycle routes designed to national and local standards, which will be connected to the external cycle network.</p> <p>Potential enhancements to the local cycling network are set out in the Transport Mitigation Strategy. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003).</p> <p>The Council has engaged with Nottinghamshire County Council and Nottingham City Council regarding potential sustainable transport options due to the Proposed Development. As a result, requirements for sustainable transport have been included as a mitigation requirement of the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Site Wide Travel Plan Framework (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004).</p>
Campaign to Protect Rural England	<p>There needs to be a firm commitment to walking and access to the site from East Midlands Parkway station.</p> <p>Suggestion to minimise car parking provision to encourage public transport, walking and cycling.</p>	<p>A direct connection to East Midlands Parkway is a key element of the Transport Mitigation Strategy required by the LDO. Further details are provided in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003).</p> <p>Car parking (including provision for electric vehicles) is provided for the Proposed Development in line with the Council’s and Nottinghamshire County Council’s planning guidelines.</p>

Table 4 – Responses to representations received from landowners

Stakeholder	Summary	Response
Winking Hill Farm	Concerns and queries regarding potential impacts of the Proposed Development, including overshadowing, visual	The LDO sets out a series of parameters, building heights and design principles

	<p>amenity, light pollution, traffic and congestion, construction impacts, and the location of site accesses.</p> <p>Request for a green buffer and restrictions on building heights along the land boundary.</p> <p>Request to amend the LDO boundary to include land at Winking Hill Farm, to allow provision of a new direct access from the roundabout into the Southern Area.</p>	<p>which seek to minimise amenity impacts on neighbouring landowners.</p> <p>The LDO includes a proposal for green buffers surrounding development plots, and further details of this can be found in the Strategic Landscape Plan (drawing reference: RBCLDO-ARUP-ZZ-XX-DR-A-0015).</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development. The Environmental Statement provides details on how any impacts on the environment will be minimised and mitigated.</p> <p>Winking Hill Farm will not be included within the LDO boundary as this would delay potential adoption and delivery of development due to the need for additional surveys and consultation. In addition, Winking Hill Farm is not within the land designated as a Freeport.</p>
Hallam Land Management Ltd	<p>Written letter of objection representing a nearby landowner, who is promoting land south of the Site as part of the Greater Nottingham Strategic Plan (GNSP).</p> <p>Request that RBC pause the LDO process and continue with the GNSP process, to take consideration of other potential developments in the area.</p> <p>Comments on a range of topics including rationale for the scheme, Green Belt, policy intent, strategic issues, the EIA and STEP proposal, and masterplanning.</p>	<p>The LDO has been prepared to provide planning certainty and accelerate delivery of the Proposed Development in line with Government guidance in relation to delivering development within a Freeport area and timeline.</p> <p>Further details on the LDO approach, justification and process can be found in the Local Development Order and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).</p> <p>An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development. The Environmental Statement provides details on how any impacts on the environment will be minimised and mitigated.</p> <p>The Site is no longer under consideration for STEP, as set out in the government announcement which was published after the non-statutory consultation closed.⁸</p>

4.2 Public exhibitions

The public exhibitions prompted a range of discussion and feedback, and in general attendees were supportive of the vision and proposals and recognised the potential to redevelop the Site. Common queries and discussion points are summarised in Table 5, along with a response to feedback received.

Table 5 – Summary of discussions at public exhibitions and response

Theme	Summary of feedback	Response
Support and Oppose	Comments providing support for the vision and the Proposed Redevelopment, with a	No response.

⁸ <https://www.gov.uk/government/news/step-siting-process-update>; accessed 31 January 2022.

Table 5 – Summary of discussions at public exhibitions and response

Theme	Summary of feedback	Response
	particular emphasis on the green energy / zero carbon focus.	
Land Use, Design and Capacity	Queries regarding the type of uses that would eventually be delivered at the Site, and requests for more specific examples of occupiers / end users.	The LDO sets out in the description of development a range of land uses that will be acceptable as part of the Proposed Development. More specific information will only become available when occupiers / end users within these use categories bring forward their proposals for individual development plots, which will be subject to them meeting the conditions and parameters of the LDO. When occupiers / end users bring forward proposals for individual development plots, this will be subject to a further LDO approval process and this information will be publicly available.
Environment and Biodiversity	Comments on the Southern Area, where attendees raised concerns about the extent of the Proposed Development, potential impacts on Ratcliffe-on-Soar and potential loss of woodland, green spaces and biodiversity.	In line with the Town and Country Planning EIA Regulations 2017, an Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development. The EIA recommends how any impacts on the environment should be minimised and mitigated, and the findings of this are documented in the Environmental Statement
	Comments regarding the East Midlands Energy Re-Generation (EMERGE) Centre, in particular comments regarding potential noise impacts and air pollution.	The EMERGE Centre falls outside the scope of the LDO and has been granted planning permission by Nottinghamshire County Council.
Green Belt	Concerns regarding potential impacts on the Green Belt, particularly the Southern Area, and the need to preserve openness in this location.	To adopt the LDO on Green Belt land, the Council must carefully consider how the benefits of the Proposed Development, such as job creation, contribution to Net Zero commitments and alignment with wider government policy, weigh against harm to the Green Belt. Further details on how potential impacts on the Green Belt have been considered can be found in the Local Development Order and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).
Traffic and Transport	Queries about how the Site would be accessed and comments on potential traffic impacts in Ratcliffe-on-Soar, Kingston-on-Soar and other local roads.	A Transport Assessment (TA) has been undertaken to consider how the travel demands generated by the Proposed Development would be accommodated. The TA includes an assessment of the local highway network and identifies appropriate highway improvement measures to be delivered as part of the Transport Mitigation Strategy requirements that must be met through the submission of a Certificate of Compliance application.
	Comments on potential impacts on footpaths and where / how they would be diverted.	There are a number of Public Rights of Way which pass through or nearby the Site. It will be necessary to divert some of these Rights of Way to accommodate the Proposed Development. Details of the potential re-routed Public Rights of Way can be found in the LDO. The details of any re-routed Public Right of Way will be subject to separate approval by the Council or Nottinghamshire County Council.
	Queries regarding HS2 and how the Proposed Development will integrate with future proposals for East Midlands Parkway Station, and some concern with cumulative impacts of HS2 construction alongside the Proposed Development.	In November 2021, the government published its Integrated Rail Plan, ⁹ which includes a revised route proposal to connect the eastern leg of High Speed Two (HS2) to East Midlands Parkway station, with onward connections to Nottingham and Derby. As a result, it is likely that the

⁹ <https://www.gov.uk/government/news/integrated-rail-plan-biggest-ever-public-investment-in-britains-rail-network-will-deliver-faster-more-frequent-and-more-reliable-journeys-across-no>; accessed 1 February 2022.

Table 5 – Summary of discussions at public exhibitions and response

Theme	Summary of feedback	Response
		current East Midlands Parkway Station will need to be adapted to connect with HS2. Whilst there are no further details available at this stage, the Council will work with HS2 Ltd to co-ordinate with any future proposals to upgrade East Midlands Parkway station and incorporate these into revisions to the LDO requirements, if necessary..
	Queries regarding how the site would connect with local cycle routes and any future planned cycle routes, and comments on the adequacy of off-site cycle routes in the vicinity of the site.	The Proposed Development will include a network of cycle routes designed to national and local standards, which will be connected to the external cycle network. The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local cycling network, and how they can be secured as part of the LDO parameters and Transport Mitigation Strategy.
LDO, Freeport and Phasing	Comments on the LDO process and how this would adapt over time to new environmental legislation / standards.	The LDO will include a periodic review mechanism, whereby the parameters, acceptable land uses, and environmental standards may be updated to accord with changes to national legislation and / or environmental standards. Further details can be found in the LDO.
	Comments on the extent to which the Southern Area might be closed to the public due to Freeport related customs security restrictions.	The Site will be generally accessible to the public through a network of roads, footpaths and Public Rights of Way. Some parts of the Site, such as individual development plots, may need to be closed off and secured to maintain operational security and potential customs requirements for future occupiers and tenants.
Other	Comments on the decommissioning of the Power Station, including demolition methods and some comments regarding the need to extend the operational life of the Power Station to ensure national energy security.	The decision to close the Power Station has been made by the UK government and it is due to close in late 2024, in line with UK government requirements. The LDO has been developed in response to this decision and in order to secure a positive future role for the Site.
	Queries on the shortlisting of the Site for the STEP nuclear fusion facility, whether this is going to happen and if so, where, and when.	The Site is no longer under consideration for STEP, as set out in the government announcement which was published after the non-statutory consultation closed. ¹⁰
	Discussion with owners of the adjacent Winking Hill Farm, regarding potential impacts of the development and the location of site accesses.	The Council will continue to engage with neighbouring landowners regarding potential impacts of the development and location of site accesses, including as part of the statutory consultation on the draft LDO.

4.3 Consultation questionnaire

A total of 71 online questionnaires were completed during the consultation period. In addition, two questionnaires were completed at the public exhibitions and two were submitted via Freepost. A summary of the feedback received is provided in Tables 6 to 9 below, along with a response to feedback received.

Q1. The vision

In Question 1 respondents were presented the emerging vision for the Site and were asked whether they were supportive. Respondents were also asked what else should be considered as part of the vision. Of the total 75 respondents, 72 (96 %) responded to Question 1. Table 6 provides a summary of responses to Question 1.

¹⁰ <https://www.gov.uk/government/news/step-siting-process-update>; accessed 31 January 2022.

Table 6 – Summary of responses to Question 1, and responses to feedback

Theme	Summary of feedback	Response
Support and Oppose	General support for the vision. Of the 72 responses to Question 1, 42 (58%) were coded as supportive while 11% were coded as opposed; 31% were coded as neither supportive nor opposed of the vision. Supportive comments included strong support for the green energy / zero carbon focus, while some respondents noted that the Site has the potential to set an example in green energy and net zero carbon.	No response.
Environment and Biodiversity	Concern regarding the impact on biodiversity and wildlife, and queries on how the Proposed Development will mitigate long-term impacts on the local environment.	Ecological surveys have been undertaken to understand the existing characteristics of the site. The results of these surveys have fed into an Environmental Impact Assessment (EIA) to assess the potential effects on the environment resulting from the construction and operation of the Proposed Development. The EIA recommends how any impacts on the environment should be minimised and mitigated, and the findings of this are documented in the Environmental Statement.
Green Belt	Concerns about loss of Green Belt, specifically the development of the Southern Area.	To adopt the LDO on Green Belt land, the Council has carefully considered how the benefits of the Proposed Development, such as job creation, contribution to Net Zero commitments and alignment with wider government policy, weigh against harm to the Green Belt. Further details can be found in the Local Development Order and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).
Traffic and Transport	Concerns regarding the speed and frequency of car use within Ratcliffe-on-Soar as the area already experiences heavy traffic due to the development of the A453. Queries on how the Proposed Development will minimise this impact.	A Transport Assessment (TA) has been undertaken to consider how the travel demands generated by the Proposed Development would be accommodated. This considers impacts on the strategic and local road network, and identification of highway improvements where appropriate. Further details are provided in the TA (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003).
	Comments on the need to promote active travel, to minimise traffic in the immediate area.	The Proposed Development includes a network of walking and cycling routes designed to national and local standards, which will be connected to the external cycle network. The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local walking and cycling network where appropriate to improve access to the Site. Further details about the walking and cycling connectivity are provided in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001).
Land Use, Design and Capacity	Suggestions that the Site should be restricted to only low-carbon and pro-environmental activities, including hydrogen technologies, water harvesting and the Rolls-Royce Small Modular Reactor.	The LDO will permit a range of sustainable energy generation uses such as hydrogen, solar and other potential sources of low-carbon energy.
	Comments objecting to the EMERGE Centre.	The planning application for the EMERGE Centre was granted planning approval by Nottinghamshire County Council, prior to the adoption of the LDO. The LDO cannot supersede any planning applications that are already granted, therefore the EMERGE Centre proposal could be implemented independently of the LDO.

Table 6 – Summary of responses to Question 1, and responses to feedback

Theme	Summary of feedback	Response
	Concerns regarding building heights on the Site and suggestions that any buildings should use green roofs as a design aspect.	The LDO sets out the parameters (e.g. building heights) within which all new development would come forward, whilst providing flexibility to accommodate future market investment opportunities. Whilst individual building design is not prescribed by the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001), the design principles of green, blue and solar roofs are encouraged throughout the Site.
	Suggestions that low-carbon technologies should support the learning of local educational institutions.	The LDO proposes a low-carbon energy hub in the Northern Area which would benefit from links to local educational institutions, that are permitted under the range of uses included in the LDO.
LDO, Freeport and Phasing	Concerns that the LDO approach will streamline the planning process and not allow sufficient time for consideration of alternative options.	<p>The Greater Nottingham planning authorities, including the Council, are undertaking a review of their aligned core strategy, which is to be replaced by the Greater Nottingham Strategic Plan. This will set out policies to help guide future development up to 2038 and is currently expected to be adopted in 2023 or 2024.</p> <p>The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses.</p> <p>The LDO has been prepared to provide planning certainty and accelerate delivery of the Proposed Development, in order to capture benefits provided by the Freeport status of the Site. Government guidance for Freeports supports their delivery using LDOs and for development to benefit from Freeport status it must be operational by the end of September 2026.</p>
	Queries regarding why the Proposed Development does not wait for adoption of the Greater Nottingham Strategic Plan, and requests for clarity surrounding the Freeport benefits.	<p>The Greater Nottingham planning authorities, including the Council, are undertaking a review of their aligned core strategy, which is to be replaced by the Greater Nottingham Strategic Plan. This will set out policies to help guide future development up to 2038 and is currently expected to be adopted in 2023 or 2024.</p> <p>The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses.</p> <p>The LDO has been prepared to provide planning certainty and accelerate delivery of the Proposed Development, in order to capture benefits provided by the Freeport status of the Site. Government guidance for Freeports supports their delivery using LDOs and for development to benefit from Freeport status it must be operational by the end of September 2026.</p> <p>Freeports are a flagship government programme designed to attract major domestic and international investment and deliver on the “levelling-up” agenda. Freeports are similar to ‘enterprise zones’; being designated areas nominated to attract new investment and jobs in relevant sectors. Further information can be found at www.emfreeport.com.</p>

Table 6 – Summary of responses to Question 1, and responses to feedback

Theme	Summary of feedback	Response
Other	Comments that the Site could provide a space for a Traveller Community.	The Rushcliffe Local Plan requires that where there is a need for further Gypsy and Traveller sites, provision should, where possible, be made within existing settlements or as part of Sustainable Urban Extensions. The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses.

Q2. Masterplan objectives

In Question 2 respondents were presented a series of initial objectives from the masterplan, and were asked to rank them to indicate their importance (5 = very, 1 = not important). Figure 6 shows the average importance from the 75 respondents.

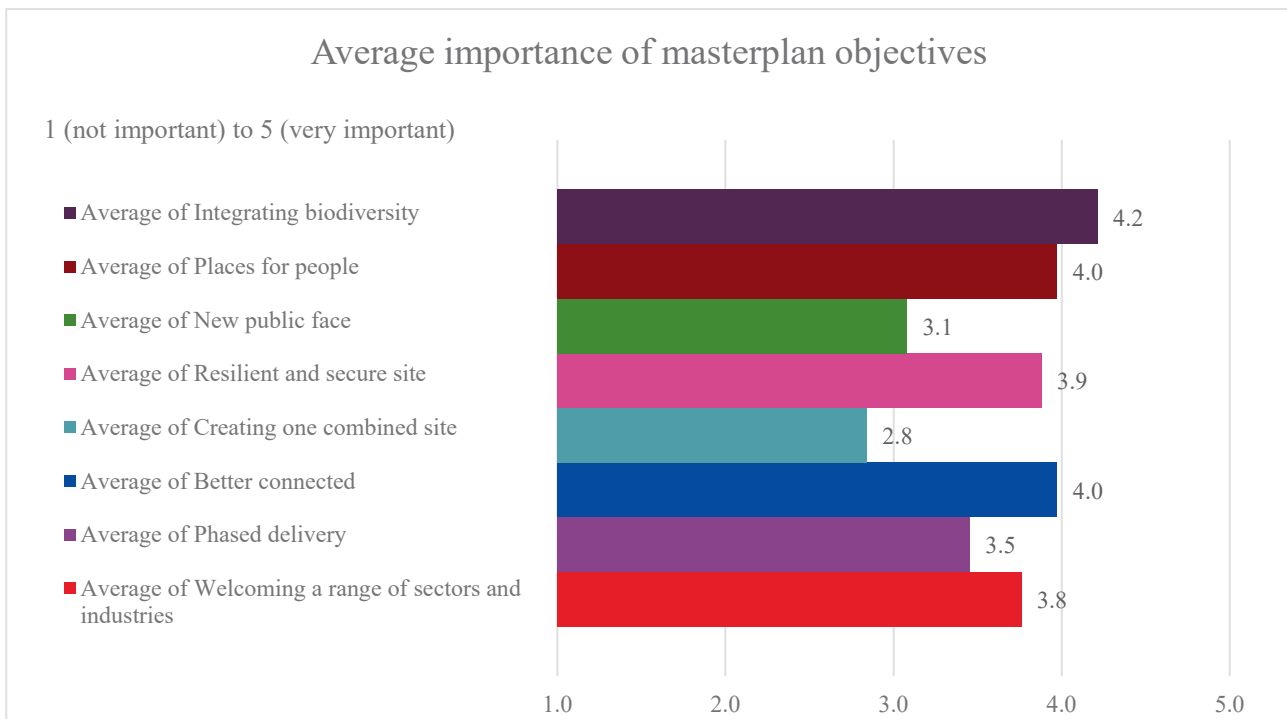


Figure 6 – Diagram showing the average ranking of importance for each masterplan objective

Respondents were also asked to suggest any other masterplan objectives. Of the total 75 respondents, 45 (60 %) suggested additional masterplan objectives, a summary of which is provided in Table 7.

Table 7 – Summary of other suggested objectives and responses to feedback

Theme	Summary of feedback	Response
Environment and Biodiversity	Comments on to the need to achieve Biodiversity Net Gain on the Site, and concerns regarding the loss of trees and agricultural land.	The LDO will seek to integrate biodiversity within the development. Ecological surveys have been undertaken to understand the existing characteristics of the Site. This detail has informed the master planning process to ensure that habitats are protected or managed through best practice, where possible, and that appropriate mitigation and compensation is in place for any areas that may be impacted.

Table 7 – Summary of other suggested objectives and responses to feedback

Theme	Summary of feedback	Response
		<p>An assessment of Biodiversity Net Gain has been undertaken as part of the master planning process, using the DEFRA Biodiversity Metric 3.1. Parameter Plans aim to integrate ecological enhancements within the Site itself where possible, but it is also expected that off-site measures to be necessary under the requirements set out in the Biodiversity Mitigation Strategy.</p>
Green Belt	<p>Concerns about the loss of Green Belt, and suggestions to maintain a green buffer and minimise development of the Southern Area.</p>	<p>In order to adopt the LDO on Green Belt land, the Council has carefully considered how the benefits of the Proposed Development, such as job creation, contribution to Net Zero commitments and alignment with wider government policy, weigh against harm to the Green Belt. Further details of this assessment can be found in the Local Development Order and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).</p> <p>The masterplan proposes buffer landscaping across the LDO area to screen development plots and minimise visual amenity impacts.</p>
Traffic and Transport	<p>Suggestions to increase the cycle network to a 5-mile radius around the site, to provide electric bikes on the site and to provide a tram connection to Clifton.</p>	<p>The Proposed Development includes a network of walking and cycling routes, designed to national and local standards, which will be connected to the external cycle network.</p> <p>The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local walking and cycling network where appropriate to improve access to the Site. Further details about the walking and cycling connectivity are provided in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001)..</p> <p>Provision of electric bikes is encouraged as part of the network of Transport Hubs.</p> <p>The Council has worked with Nottingham City Council to ensure that the LDO does not prejudice delivery of any future extension of the NET tram.</p>
Land Use, Design and Capacity	<p>Suggestions for different uses on the Site, such as a joint East Midlands Campus for the surrounding educational institutions, and the introduction of residential or community infrastructure.</p>	<p>A low-carbon energy hub is proposed in the Northern Area, which could include links to surrounding educational institutions.</p> <p>The LDO does not propose the introduction of residential uses; however, it does include the potential for education, skills and training uses, complementary uses and a network of footpaths and cycle paths which would be accessible for the local community.</p>
	<p>Suggestions to retain the cooling towers as a heritage asset.</p>	<p>The cooling towers are approaching the end of their design life and have limited potential for economic reuse. The</p>

Table 7 – Summary of other suggested objectives and responses to feedback

Theme	Summary of feedback	Response
		retention of any towers would come with a significant ongoing cost to maintain these structures and meet safety requirements. Therefore, the LDO does not propose to retain the cooling towers.
LDO, Freeport and Phasing	Support for East Midlands Freeport and the uses outlined in the Proposed Development.	No response.
Other	Comments that the Site could provide a space for a Traveller Community.	The Rushcliffe Local Plan requires that where there is a need for further Gypsy and Traveller sites, provision should, where possible, be made within existing settlements or as part of Sustainable Urban Extensions. The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses.
	Comment on the importance of ensuring the diversity and inclusion of the workforce in the future of the Site.	The future workforce at the Site will be a decision for occupiers and future tenants, in accordance with UK employment law. However, the Council would welcome a diverse and inclusive workforce at the Site and will support any mechanisms and initiatives to promote this.

Q3. Landscaping principles

In Question 3 respondents were presented a series of landscaping principles from the masterplan and were asked to rank them to indicate their importance (5 = very, 1 = not important). Figure 7 shows the average importance from the 75 respondents.

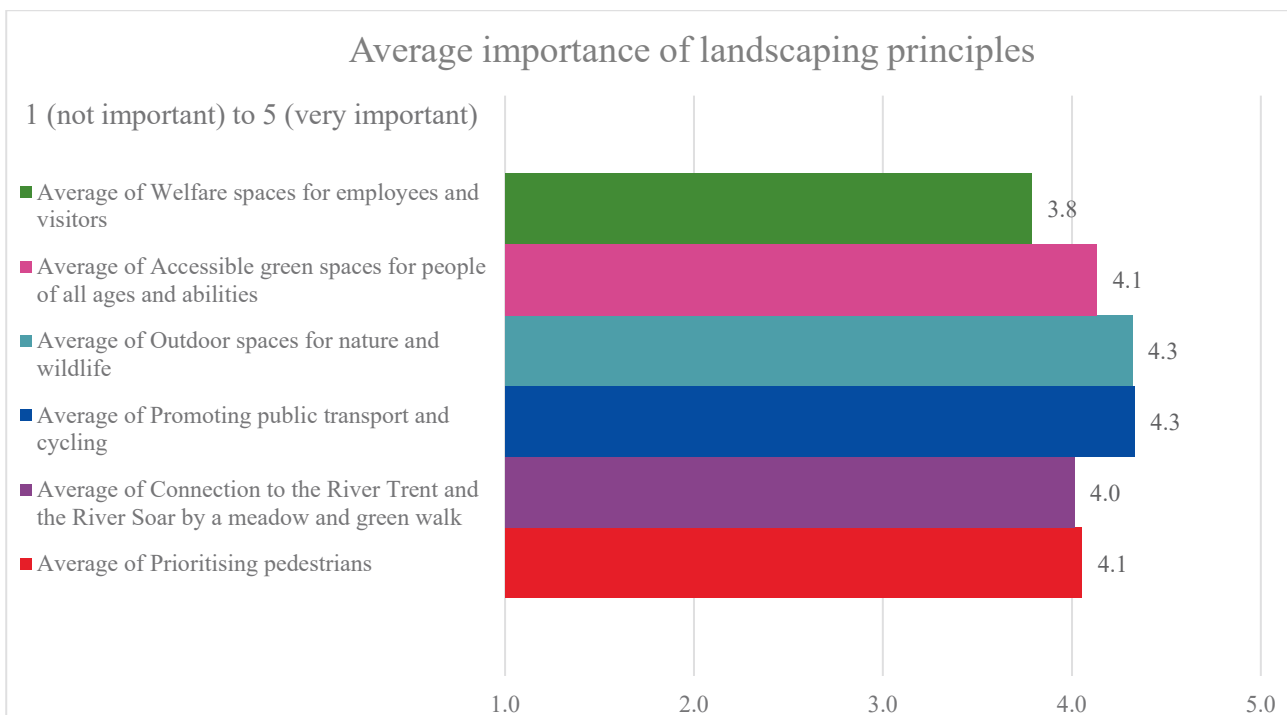


Figure 7 – Diagram showing the average ranking of importance for each landscaping principle

Q4. Sustainable transport

In Question 4 respondents were presented with a range of sustainable transport proposals for the Site and were asked whether they support them. Respondents were also asked whether they have any other suggestions which would encourage sustainable travel to the Site. Of the total 75 respondents, 65 (87 %) provided additional suggestions, a summary of which is provided in Table 8.

Table 8 – Summary of suggestions to encourage sustainable travel to the Site, and responses to feedback

Theme	Summary of feedback	Response
Support and Oppose	Support for the sustainable transport plans for the Site, including the potential for a future tram extension, and comments that the Site presents an opportunity to set an example of sustainable transport done well. Of the total 65 responses to Question 4, 27 (41%) were coded as supportive of the sustainable transport proposals while 8 (12%) were coded as opposed to the sustainable transport proposals; 30 (46%) were coded as neither supportive nor opposed to the sustainable transport proposals.	No response.
Traffic and Transport	Support for increased cycle and pedestrian pathways, and comments that they need to be located separately and safety away from roads.	New cycle routes and pedestrian footpaths have been designed to meet national and local standards.
	Suggestions for a tram extension to East Midlands Airport.	The Council is aware of an aspiration to extend the Nottingham Express Transit (NET) tram network to East Midlands Airport; however, there are no current proposals to do so and this facility would be a much wider project that would be delivered by others, subject to a business case being made and available funding and would undergo its own consultation and consenting process. The LDO will allow space to accommodate a tram route through the Proposed Development should a future decision be made to extend a route along the A453 corridor.
	Comments regarding the importance of a connection to the HS2 hub.	The government recently published its Integrated Rail Plan, which outlines the proposals for a direct connection from the HS2 eastern leg into East Midlands Parkway station, although there are no firm proposals at this stage. The Council will continue to liaise with HS2 Ltd and Network Rail to co-ordinate walking, cycling and public transport routes with any future proposals to upgrade East Midlands Parkway station.
Land Use, Design and Capacity	Suggestions for electric vehicle parking and charging to be prioritised to support a transition to sustainable transport.	Electric vehicle parking and charging will be provided as part of the Proposed Development.
	Support for pedestrian / cycle bridges that connect with the River Trent / River Soar.	The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local walking and cycling network, where appropriate, to improve access to the Site. Further details about the walking and cycling connectivity are provided in the Design Guide (document reference:

Table 8 – Summary of suggestions to encourage sustainable travel to the Site, and responses to feedback

Theme	Summary of feedback	Response
		RBCLDO-ARUP-ZZ-XX-RP-A-0001) and Parameter Plans (drawing references: RBCLDO-ARUP-ZZ-XX-DR-A-0011 to 0019).

Q5. Overall support

In Question 65 respondents were asked to what extent they are supportive of the plans for the future of the Power Station Site. Figure 8 shows that of the total 74 respondents, 39 % were strongly supportive and 33 % were somewhat supportive, while 8 % were somewhat opposed and 8 % were strongly opposed. Of that total 74 respondents, 9 % were neutral. One respondent did not answer the question. Overall, this suggests a high level of support for the plans for the future of the Site.

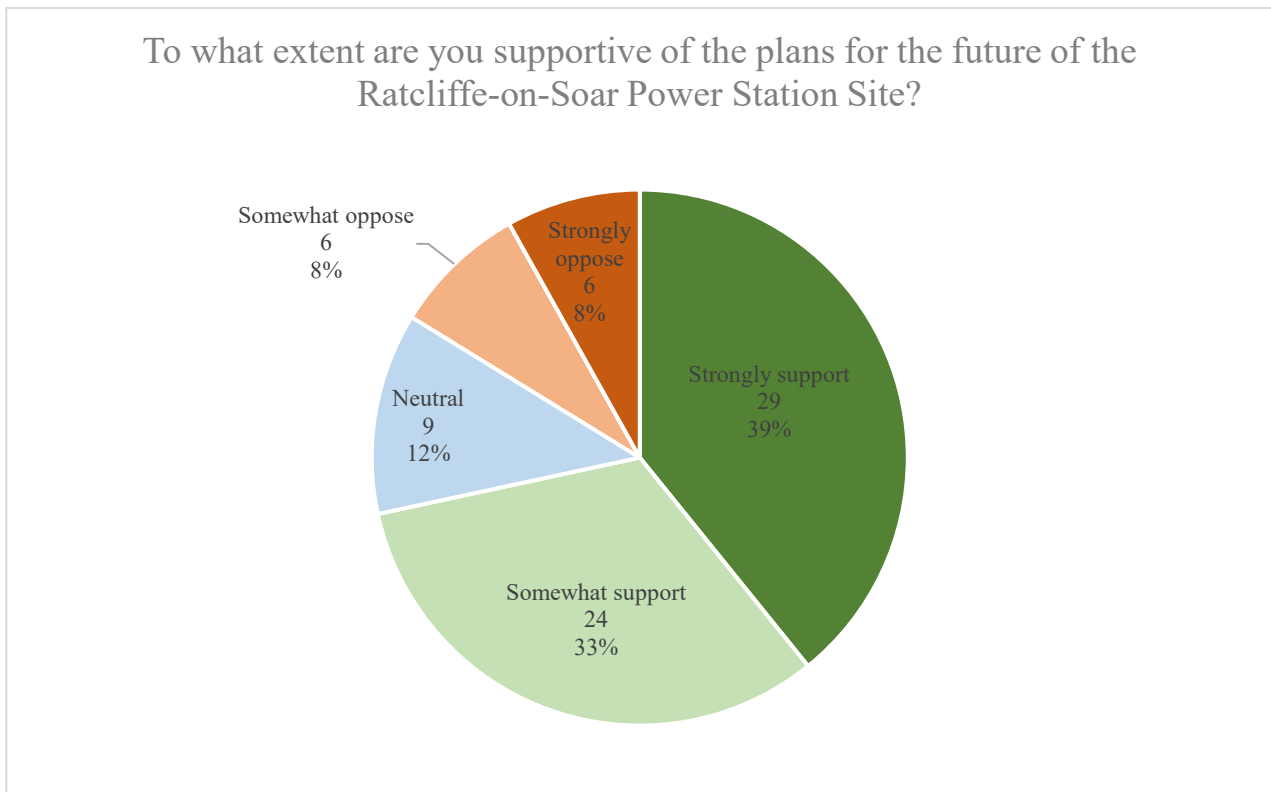


Figure 8 – Diagram showing the overall level of support of plans for the future of the Site

Q6. Additional comments

In Question 6 respondents were invited to share any additional comments regarding the Proposed Development. Of the total 75 respondents, 54 (72 %) provided additional comments, a summary of which is provided in Table 9.

Table 9 – Summary of additional comments, and responses to feedback

Theme	Summary of feedback	Response
Support and Oppose	Support for the Proposed Development as it has the potential to develop a flagship green Site.	No response.
	Objections as alternative sites are considered more suitable.	The Power Station is a substantial employment Site and is due to close at the end of September 2024 in line with government policy to end coal-fired power

Table 9 – Summary of additional comments, and responses to feedback

Theme	Summary of feedback	Response
		<p>generation. Redevelopment proposals would secure the economic future and transition of employment as well as preventing potential dereliction. It is considered particularly suitable for the Proposed Development for a number of reasons, such as its excellent connectivity by road, rail and air. In addition, the Site is part of the East Midlands Freeport.</p> <p>The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses.</p>
Environment and Biodiversity	Greater detail required regarding environmental mitigation and natural recovery networks, and concerns regarding lack of flood protection and loss of agricultural land.	An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the development, and how any impacts on the environment will be minimised and mitigated. This includes an examination of flood risk on the Site. A Flood Risk Assessment (FRA) (document reference: RBCLDO-ARUP-ZZ-XX-RP-YE-0063) has been prepared as part of the LDO.
Green Belt	Opposed to the development of the Southern Area; as the Site is within the Green Belt the development it is considered to be unjustified.	To adopt the LDO on Green Belt land the Council has carefully considered how the benefits of the Proposed Development, such as job creation, contribution to Net Zero commitments and alignment with wider government policy, weigh against harm to the Green Belt. Further details on how potential impacts on the Green Belt have been considered can be found in the Local Development Order and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).
Traffic and Transport	Support for expansion of cycle paths, such as access to Site from centres around Long Eaton.	The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local walking and cycling network where appropriate to improve access to the Site. Further details about the walking and cycling connectivity are provided in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001), Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Parameter Plans (drawing references: RBCLDO-ARUP-ZZ-XX-DR-A-0011 to 0019).
Land Use, Design and Capacity	Suggestions regarding wider uses on the Site, including residential, the addition of allotments, solar and wind power.	The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses. In line with this policy context, the LDO

Table 9 – Summary of additional comments, and responses to feedback

Theme	Summary of feedback	Response
		<p>does not propose the introduction of residential uses.</p> <p>The LDO includes the potential provision of solar; however, wind power and gardening allotments are not considered appropriate in this location.</p>
	Comments indicating the need to replace the cooling towers with a similar landmark.	The LDO promotes modern and sustainable design principles and this could include the potential for landmark buildings, although there are no specific proposals at this stage. Further details of the approach to design are provided in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001).
LDO, Freeport and Phasing	Concerns about the delivery of the Site and whether the objectives outlined in the proposals will be met.	The LDO is a mechanism for providing planning certainty and encouraging accelerated delivery of development. The type of uses that can be delivered and the parameters for their scale and form will be controlled through the LDO conditions, mitigation checklist, plans and documents and the subsequent compliance process that would be administered by the Council.
Consultation Approach	Suggestion to widen the consultation area.	The consultation area is considered proportionate, and a range of publicity methods have been used to ensure sufficient notification of the consultation.
Other	Comments that the Site could provide a space for a Traveller Community.	<p>The Greater Nottingham planning authorities, including the Council, are undertaking a review of their aligned core strategy, which is to be replaced by the Greater Nottingham Strategic Plan. This will set out policies to help guide future development up to 2038 and is expected to be adopted in 2023 or 2024.</p> <p>The Site has been identified as having the potential for redevelopment within the ‘Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study’ (2021), which recommends allocating the Site for employment uses.</p>

4.4 Email feedback

In addition to the questionnaire, a dedicated consultation email address was established. This allowed interested parties and residents to share their views. While the email account was monitored, responses were only provided where queries related to the consultation exercise itself.

A total of 32 emails were received, of which 14 emails provided feedback and comments in relation to the Proposed Development. A summary of the feedback received via email is provided in Table 10.

Table 10 – Summary of feedback received via email

Theme	Summary of feedback	Response
Support and Oppose	Support for the overall vision but concerns that plans will be watered down in subsequent revisions	The LDO, if adopted, would contain mechanisms and controls for the Council to ensure that appropriate development comes forward on the Site. Any development coming forward would have to comply with

Table 10 – Summary of feedback received via email

Theme	Summary of feedback	Response
		parameter plans, building heights, sustainability measures and other design considerations, in line with the overall vision for the Site.
Green Belt	Concern about the loss of the Green Belt in the Southern Area	To adopt the LDO on Green Belt land, the Council has carefully considered how the benefits of the Proposed Development, such as job creation, contribution to Net Zero commitments and alignment with wider government policy weigh against harm to the Green Belt. Further details on how potential impacts on the Green Belt have been considered can be found in the Local Development Order and Statement of Reasons (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0002).
Environment and Biodiversity	Comment that more details are required on environmental impacts and how these will be mitigated	An Environmental Impact Assessment (EIA) has been undertaken to assess the potential effects on the environment resulting from the construction and operation of the development, and how any impacts on the environment will be minimised and mitigated. Further details can be found in the Environmental Statement.
	Information shared and concerns regarding flooding, surface run-off and drainage for the village of Ratcliffe-on-Soar	This, along with feedback received from statutory consultees, has been taken into consideration as part of the Flood Risk Assessment (FRA) (document reference: RBCLDO-ARUP-ZZ-XX-RP-YE-0063). Details of potential effects on the environment, including flooding, surface run-off and drainage, and how any effects will be mitigated, can be found in the FRA and the Environmental Statement. In addition, the Council has continued to engage with the Environment Agency and the Lead Local Flood Authority regarding surface run-off and drainage arrangements as part of the Proposed Development.
Land Use, Design and Capacity	Comment that safeguarding walking and cycling routes to nearby villages is a local priority, and this would help gain the support of local people	The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local walking and cycling network, where appropriate, to improve access to the Site. Further details about the walking and cycling connectivity are provided in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001), Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) and Parameter Plans (drawing references: RBCLDO-ARUP-ZZ-XX-DR-A-0011 to 0019).
	Support for low-carbon technologies	The LDO allows for a range of low-carbon technologies including solar power and hydrogen.
Traffic and Transport	Support for aspirations of a tram link to the Site	The Council is aware of an aspiration to extend the Nottingham Express Transit (NET) tram network to East Midlands

Table 10 – Summary of feedback received via email

Theme	Summary of feedback	Response
		<p>Airport; however, there are no current proposals to do so and this facility would be a much wider project that would be delivered by others, subject to a business case being made and available funding and would undergo its own consultation and consenting process. The LDO will allow space to accommodate a tram route through the Proposed Development should a future decision be made to extend a route along the A453 corridor.</p>
	<p>Comments raising concern with traffic speeds around, stating that the Proposed Development could exacerbate this issue; there is a need for enforcement and speed calming measures</p>	<p>A Transport Assessment (TA) (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) has been undertaken to consider how the travel demands generated by the Proposed Development would be accommodated. The TA includes an assessment of the impacts on the strategic and local road network and identification of highway improvements where appropriate</p>
	<p>Suggestions for a new cycle bridge over the River Trent</p>	<p>The Council has worked with Nottinghamshire County Council to identify potential enhancements to the local walking and cycling network, where appropriate, to improve access to the Site. Further details about the walking and cycling connectivity are provided in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001).</p>
<p>LDO, Freeport and Phasing</p>	<p>Concerns about the LDO process will not provide all details and assurances upfront</p>	<p>The LDO, if adopted, would contain mechanisms and controls for the Council to ensure that appropriate development comes forward on the Site. Any development coming forward would have to comply with parameter plans, building heights, sustainability measures and other design considerations, and would be subject to a subsequent approvals process.</p>

5. Conclusion

This Statement of Community Involvement has given an account of all consultation activities undertaken during the preparation of a draft LDO for the Redevelopment of the Ratcliffe-on-Soar Power Station Site. Non-statutory consultation has sought to engage with and involve a range of stakeholders in the design process, including local authorities, technical and statutory consultees, and the local community in the vicinity of the Site.

The approach taken to the consultation process has aimed to be transparent, inclusive, and as comprehensive as possible in line with national and local policy and best practice guidance. Dialogue has been ongoing with statutory and technical stakeholders as and when necessary, including as part of the Environmental Impact Assessment (EIA) scoping exercise and the Transport Assessment (TA) scoping exercise; the outcomes of these activities are reported elsewhere within the LDO documentation. Early engagement has been essential to resolve any planning and technical issues before finalising the LDO.

Through a comprehensive public consultation process, specific feedback was sought on the vision for the Site, the proposed masterplan objectives and landscaping principles, and sustainable transport proposals for the Site. In addition, respondents were invited to provide feedback through additional comments. Of the 110 responses received, the large majority have provided positive feedback on the overall vision and masterplan objectives, in particular the proposed inclusion of sustainable and low-carbon technologies on the Site.

However, through the consultation process, stakeholders and the local community raised concerns regarding the impact on traffic levels, public transport provision, the current provision of cycling routes, potential loss of Green Belt, and potential impacts the natural environment, including adverse effects on biodiversity and ecology within the Southern Area.

Where concerns have been raised, work has been undertaken either to amend the LDO proposals or ensure appropriate mitigation. Where this has not been possible, or where the concerns are outside of the scope of this LDO, this has been explained in the form of a detailed project response. Respondents were also invited to provide feedback on the overall consultation process, and any concerns have been addressed. Where amendments to the LDO have not been possible, this has been explained.

On balance, there appears to be a significant level of qualified support for the Proposed Development at the local community level and with technical stakeholders and local authorities. Beyond publication of the LDO, the Council will continue to liaise with stakeholders and the local community as the LDO develops. There will be further opportunity to comment on the LDO during the statutory consultation period.

Appendix A1 Consultation distribution area



Appendix A2 Consultation invitation letter



Ratcliffe-on-Soar Power Station Site

Local Development Order

Public Consultation: 29th November 2021 to 10th January 2022

Rushcliffe Borough Council is preparing a Local Development Order to help shape and ultimately define the plans for redevelopment of the Ratcliffe-on-Soar power station site. If approved, the Local Development Order could grant planning permission for a range of modern industrial uses on the site, including advanced manufacturing, low-carbon energy production, battery production and storage, logistics, and research and development. We are at the start of this process and, through this public consultation, we would like to share our initial ideas and seek your views on the future of the site.

Ratcliffe-on-Soar power station has been supplying electricity for the energy market for over 50 years. The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation.

The site is part of the East Midlands Freeport, which is a government initiative to encourage innovation and job creation. Rushcliffe Borough Council is working with Uniper, owner of the power station, to explore options for the redevelopment of the site. Redevelopment could support thousands of jobs and secure its continued contribution to the East Midlands economy.

What is a Local Development Order?

Local Development Orders can be made by Councils to streamline the planning process. They give planning permission to specific types of development within a defined area. This allows development to come forward more quickly, whilst enabling the Council to retain control about the future use of the site. Government guidance encourages landowners and local authorities to work together when preparing Local Development Orders, because they create certainty for investors and speed up delivery.

Public exhibitions

We are holding two public exhibitions, where you are invited to come and view the initial plans and meet the team, who will be able to answer any questions you may have. The exhibitions are taking place between **3pm to 7pm** on:

Tuesday 30th November 2021
Thrumpton Village Hall
Church Lane, Thrumpton
NG11 0AX

Tuesday 7th December 2021
Gotham Memorial Hall
Nottingham Road, Gotham
NG11 0HE

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Viewing the proposals

You can view the proposals by visiting our consultation website at rushcliffe.ratcliffeLDO.com. Alternatively, you can scan the QR code opposite from your mobile device or tablet. The website will go live on Monday 29th November 2021.

If you have any questions or need any of the consultation documents produced in a different format, please email consultation@ratcliffeLDO.com or call 0115 981 9911.



Providing your views

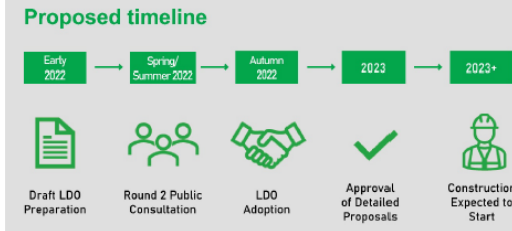
Your views are important to us. You can fill out a consultation survey online via the website, or you can print and complete the survey, and send it back to us free of charge to: **Freepost RATCLIFFE LDO**.

The deadline for completing the questionnaire is **Monday 10th January 2022**. You can also share your comments via email to consultation@ratcliffeLDO.com.

Next steps

After this initial public consultation, we will carefully consider the feedback we receive and further develop the plans. We would then carry out another round of public consultation on a Draft Local Development Order.

Later in 2022 the Local Development Order would be brought forward for adoption by Rushcliffe Borough Council. If the Order is adopted, more detailed proposals will then need to be approved by the Council before construction can take place.



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Appendix A3 Press release letter



Press Release

FOR IMMEDIATE RELEASE

REF LDO

29.11.21

Have your say on plans for Ratcliffe on Soar Power Station site

Residents and interested parties are invited to have their say on plans for the Ratcliffe on Soar Power Station site and a Local Development Order (LDO) that could give the green light to new industry and business projects and the potential of thousands of permanent highly-skilled jobs.

The power station, owned by international energy company Uniper, will close at the end of September 2024, after it has fulfilled its commitments under the capacity market, and in line with government policy to end coal-fired power generation. Rushcliffe Borough Council want to hear views here (URL) and at two local events on helping secure its long-term future with a site of local, regional and national importance after its closure.

If taken forward, the LDO would grant planning permission for a range of modern industrial uses on the redeveloped site, including advanced manufacturing, low-carbon energy production, battery production and storage, logistics and research and development.

A masterplan for the site is currently being developed to support the redevelopment, which will guide growth and development over the coming years including the proposals linked to the previously announced East Midlands Freeport and the Development Corporation that could create further jobs and significant investment.

The vision for the site sets out the guiding principles by which the development would be brought forward, and seeks to deliver:

- A zero-carbon technology and energy hub for the East Midlands
- Highly skilled jobs
- Modern industry and business uses, served by on-site sustainable energy generation and storage
- Advanced manufacturing, for example to produce electric car batteries

- A hub for research, development, and innovation, through links with universities, business support organisations and established industry.

It follows the Council's Cabinet passing a recommendation last Tuesday (November 23) to approve preparation of an LDO and undertake associated consultation that seeks local communities, partners and all stakeholders' views.

Anyone can submit their views online or attend one of two events on:

- Tuesday November 30, 3pm-7pm at Thrumpton Village Hall, Church Ln, Thrumpton, NG11 0AX
- Tuesday December 7 3pm-7pm at Gotham Memorial Hall, Nottingham Road, Gotham, NG11 0HE

Leader of Rushcliffe Borough Council Cllr Simon Robinson said: "Please have your say on the future of this hugely important strategic and iconic site that could shape this part of Rushcliffe and the East Midlands and attract significant investment in the region for decades to come.

"The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation.

"Many power station sites often remain vacant for years after they have closed and the Council is therefore taking this proactive approach to help secure the long-term future of the site after its closure.

"On the back of the positive news on HS2 at the adjacent East Midlands Parkway earlier this month, it's an exciting time for all partners who are shaping the future of the site and we are preparing an LDO in order to help deliver a major part of its future."

- ENDS -

NOTE TO EDITORS

For information please contact the Rushcliffe press office on 0115 9148 555 or media@rushcliffe.gov.uk

For the latest news and events, follow [@rushcliffe on Twitter](#) or [Rushcliffe on Facebook](#) or go to [the council's website](#).

Appendix A4 Consultation materials (Information boards, FAQs and consultation questionnaire)

Virtual exhibition boards



RUSHCLIFFE BOROUGH COUNCIL

Welcome

Ratcliffe-on-Soar Power Station Redevelopment

Welcome to this public consultation about the future of the Ratcliffe-on-Soar power station site. Rushcliffe Borough Council is working with Uniper, owner of the power station, to explore options for the redevelopment of the site. We are at the start of this process and want to share our initial ideas, and seek your views on the future of the site.



The opportunity

The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation. Many power station sites often remain vacant for years after they have closed. The Council is therefore taking a proactive approach to help secure the long-term future of the site after its closure.

This is an opportunity to create a site of regional and national importance, accommodating new industry and businesses with many high-skilled jobs. The site benefits from good accessibility by road, rail and air, as well as good connectivity to high-capacity utilities infrastructure (electricity, heat and water).

The site is also part of the East Midlands Freeport. Freeports are a government initiative to encourage innovation and job creation. These sites are subject to special regulatory measures, tax breaks and government support.

To support the redevelopment proposals, the Council and Uniper are working together to prepare a Local Development Order for the site.

What is a Local Development Order?

A Local Development Order (LDO) is a planning tool which Local Planning Authorities can use to streamline the planning process. They grant planning permission for specified types of development in clearly defined areas, subject to certain controls, to ensure that appropriate forms of development come forward.

LDOs create certainty for investors, speed up the planning process and accelerate delivery of the sites. Government guidance encourages Councils and landowners to work together when preparing LDOs, and also encourages the use of LDOs to achieve planning permission on Freeport sites.

Key potential benefits

- Supporting an estimated 7,000 – 8,000 jobs based around advanced manufacturing and energy uses
- Sustainable on-site energy generation and storage
- Contributing to the UK's transition to a low carbon future
- An environment which promotes a healthy work-life balance, with outdoor spaces where people can meet, relax and exercise
- Convenient commuting links and public transport connections
- Good freight connectivity via rail, road and air



East Midlands Freeport

RUSHCLIFFE BOROUGH COUNCIL

Ratcliffe-on-Soar Power Station Redevelopment

What is a Freeport?

Freeports are a flagship government programme designed to attract major domestic and international investment and deliver on the "levelling-up" agenda.

Freeports are similar to 'enterprise zones', being designated areas nominated to attract new investment and jobs in relevant sectors. They offer manufacturers and other developers a range of government support to promote investment and trade. They also offer local authorities significant additional funding, via increased local business rates retention, to reinvest to make the area more attractive to investors and to support associated regional priorities, such as road improvements.

The government's objectives for Freeports are:

1. Trade and investment – Establish Freeports as national hubs for global trade and investment across the UK
2. Employment and economic activity – Promote regeneration and job creation
3. Innovation and productivity – Create a hotbed for innovation

What is the East Midlands Freeport?

The East Midlands Freeport was announced as a successful Freeport bid by the government in March 2021.

As the UK's only inland Freeport, it will drive economic regeneration across the East Midlands. Underpinning this is a combination of partners focused on creating thousands of jobs, boosting skills and accelerating the region's commitment to decarbonisation and achieving net zero through low-carbon energy investments.



The power station site forms a key part of the East Midlands Freeport bid proposal. The site has been identified for its good connectivity and access to existing high-capacity utilities infrastructure. This could support a range of energy-intensive end uses, such as industrial and advanced manufacturing processes.

The other East Midlands Freeport sites are:

- East Midlands Airport and Gateway Industrial Cluster
- East Midlands Intermodal Park

For more information visit emfreeport.com

The Ratcliffe-on-Soar power station site is centrally located in England, making it an attractive site for redevelopment, due to its good connectivity by road, rail and air. The redevelopment of the site has the potential to increase skills and training opportunities. This will further support the East Midlands economy by attracting national and international companies, helping to deliver long-term inward investment in the region.

Examples of potential business that could locate to the site in the future

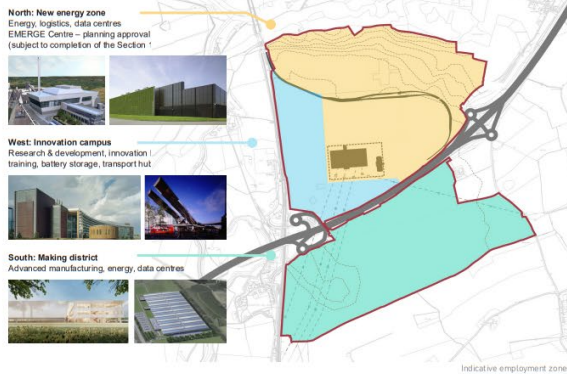
- Industrial, manufacturing and data operations with high energy demands
- Low-carbon and green energy generation
- Energy storage
- Advanced manufacturing
- Logistics
- Research and training facilities
- Other complementary uses



Key features

The site benefits from a range of features that make it well placed to potentially accommodate a mixture of uses, such as advanced manufacturing and energy businesses, for example:

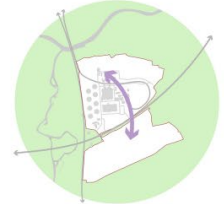
- Land to provide large, secure and flexible development plots
- Resilient, reliable access to low-carbon energy, including the EMERGE Centre, which was granted planning approval in 2021 (subject to completion of the Section 106 Agreement)
- Access to a skilled workforce in three counties
- Easily accessible central England location
- Freeport status, with a regulatory framework in place, tax breaks and government support
- Good transport links for staff, visitors and freight (road, rail, air)
- Proximity to complementary businesses
- Training and research opportunities
- Proximity to universities and internationally recognised research institutions



We have developed some initial objectives for the masterplan, which are aligned with the emerging vision for the redevelopment of the site. These objectives are not fixed but show the initial thinking for the site. They are explained in the following diagrams:



1. Welcoming a range of sectors and industries
Creating a new home for a variety of businesses and research organisations.



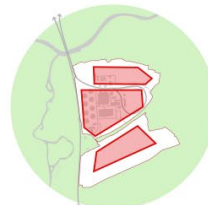
2. Creating one combined site
North and South areas integrated into one campus.



3. Better connected
Enhancing public transport connectivity and creating a new network of internal roads and routes.



4. Phased delivery
Setting up a long-term framework to enable growth and change over the coming years.



5. Resilient and secure site
Businesses could potentially benefit from energy generated on-site. The site would be secure and protected from flooding.



6. New public face
Creating a new 'front door' to the site which welcomes employees and visitors.



7. Places for people
Creating buildings and spaces which attract and retain employees, providing a healthy and enjoyable place to work.



8. Integrating biodiversity
Creating a masterplan that responds to its existing and surrounding environment.

The diagrams below set out some initial principles in relation to the design and appearance of the proposed development. These principles are not fixed. They show the initial thinking for the site and would provide a guide for the future growth and redevelopment of the site.



1. Creating a highway ring to connect north and south.

A new ring route could link the two plots sitting either side of the A453 into a single campus.

- The ring would marry together:
- primary roads
 - utilities and infrastructure
 - footpaths
 - greenery and biodiversity
 - water and flood attenuation
 - bus and potential tram routes



2. Using green corridors to encourage pedestrian movement and support biodiversity.

Two green corridors could create a network of mini parks across the site, so that occupants are never too far from an open green space. This could create welcoming corridors for wildlife across the site.



3. Integrating landscaped areas to sit the development comfortably within its surroundings.

To minimise the impact of development on neighbouring villages and public roads, landscaped areas could be provided around the site. This could include existing or potentially re-routed public footpaths.

Our approach is to create an attractive place to work, which blends in with the natural environment. Good access to nature and green spaces will support the health and wellbeing of staff and visitors. Landscaped areas could minimise potential impacts on neighbouring communities and the natural environment.

Managing environmental impacts

All potential impacts on the environment will be carefully considered in line with the latest environmental standards and legislation. Ecology surveys undertaken in 2021 have helped us understand what species and wildlife currently live on, or move through, the site.

We will undertake an Environmental Impact Assessment to understand the potential impacts from redeveloping the site. This will identify appropriate mitigation. Topics to consider include:

- Agriculture
- Air quality
- Archaeology and built heritage
- Climate change (including resilience and carbon)
- Ecology and biodiversity
- Human health
- Ground conditions
- Materials and waste
- Landscape and visual impacts
- Noise and vibration
- Traffic and transport
- Social and economic benefits
- Water resources



Aerial map showing existing woodland on site

Proposed landscaping principles

We have identified the following potential landscaping principles to guide the future growth and redevelopment of the site. These principles are not fixed but show the initial approach to landscaping at the site.



1. **Prioritising pedestrians**
Providing green pedestrian routes that connect buildings and masterplan areas together.



2. **Meadow and riverwalk**
Connecting to the nearby River Trent and River Soar by a meadow and green walk.



3. **Promoting public transport and cycling**
Integrating bus, tram and cycle routes into the development.



4. **Outdoor spaces for nature and wildlife**
Providing green outdoor spaces across the site for people to relax and enjoy nature.

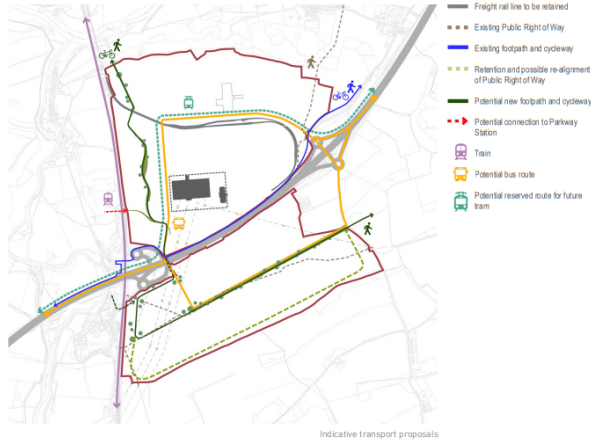


5. **Welfare spaces**
Offering multi-use games areas and welfare spaces to create a campus feel and make the site an attractive place to work.



6. **Accessible green spaces**
Ensuring any green spaces are accessible for people of all ages and abilities.

The Ratcliffe-on-Soar power station site is well connected by road, rail and air. The site currently benefits from a dedicated freight rail line, and we envisage that this would be retained as an alternative to road-based HGV transport.



Indicative transport proposals

Public transport

We are keen to optimise sustainable travel to the site. We will explore the potential to provide direct pedestrian and cycle access from East Midlands Parkway Station, and will co-ordinate with any future proposals to upgrade the station as part of the recently announced plans to connect the station to HS2.



Access to East Midlands Parkway Station

We will also look at opportunities for providing convenient bus access into the site with the relevant authorities / operators. There may be potential to extend the Nottingham Express Transit (NET) tram network to East Midlands Airport and we will work with the tram providers to explore how any proposals could also serve the site.



Nottingham Express Transit. Photo credit: <https://www.thetram.net/>

Vehicular access

Our focus is on sustainable modes of transport rather than encouraging greater car use. However, we recognise that some people would still choose to drive to the site in the future. Therefore, sufficient car parking and electric vehicle charging would be provided.

A Transport Assessment will be undertaken to assess the potential impact of the redevelopment plans on the local transport network, and identify where any improvement works are needed to cater for increased traffic levels.

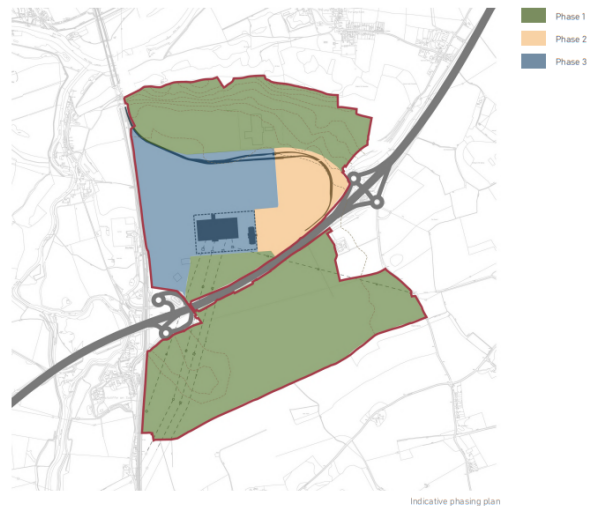
The Transport Assessment will involve working with local partners including National Highways (formerly Highways England), Nottinghamshire County Council and other Local Highway Authorities.

Walking and cycling

A public footpath crosses the southern area of the site (south of the A453), linking to the village of Ratcliffe-on-Soar. A shared footway / cycleway also extends along the north side of the A453 (outside the site) and, from this, a public footpath heads north-east towards Thrumpton.

Working with Nottinghamshire County Council, we will explore how footpaths and cycleways leading into the site could be upgraded to encourage sustainable alternative travel to the site. A pedestrian and cycle network would need to be provided within the site.

Land will be released for development over time as operations at the power station wind down. Redevelopment is likely to take place in three main phases as follows:



Indicative phasing plan

Phase 1: 2021-2024

Large areas of the site, including under-utilised areas to the north of the A453 and in and around the ash fields to the south, are currently available, or could be made available for redevelopment, relatively easily.

The EMERGE Centre has planning approval (subject to completion of the Section 106 Agreement) and construction is expected to begin during this time.

Phase 2: 2024

Following the closure of the power station in 2024, the land associated with the coal stockpile will be released, and development can take place in this area.

Phase 3: 2025 onwards

Following closure, the main power generation buildings, cooling towers and other structures will be decommissioned and demolished.

Site remediation activities will return the land to a condition that would be suitable for the future development of the site. This will be a complex process and is likely to take a few years to complete.

Once the demolition works have been completed, the third phase of the site redevelopment can come forward.

Next Steps

Ratcliffe-on-Soar Power Station Redevelopment

Providing your feedback

We would like to hear your views on the future of the Ratcliffe-on-Soar power station site, for example:

- What type of employment uses should be supported?
- Do the emerging vision and objectives for the site align with yours?
- Do you support the proposed design principles and approach to landscaping?

Please share your thoughts on the plans with us by no later than Monday 10th January. Your feedback is important to us. You can share your views in the following ways:

-  You can fill out a consultation questionnaire online via the website: rushcliffe.ratcliffeLDO.com
-  Print and fill out a paper copy and send it to us at: **Freepost RATCLIFFE LDO**
-  Email us at: consultation@ratcliffeLDO.com

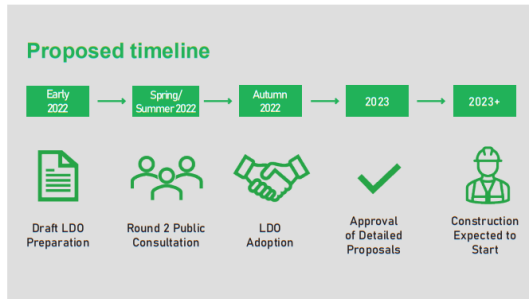
What happens next?

Following this first round of public consultation, we will begin drafting the Local Development Order. The Draft LDO will take into account feedback received during this public consultation.

We will carry out a further round of statutory consultation in 2022. During this time, we will share more detailed proposals and provide a further opportunity for residents, local businesses and organisations, to make representations to the Council as part of this process.

We will then look to bring forward the LDO for formal adoption at a meeting of Borough Councillors – this could take place in late 2022.

Once the LDO is adopted, the detailed plans for each phase will be subject to a separate application for approval by the Council.





Ratcliffe-on-Soar Power Station Site

Local Development Order

Frequently Asked Questions

Project Background

1. Who is involved in the proposal?

Rushcliffe Borough Council is working with Uniper, owner of Ratcliffe-on-Soar power station, to explore options for the future redevelopment of the site.

2. What stage is the project at?

The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation. This public consultation is an opportunity to view information, hear the emerging vision and initial ideas for the site, and find out more about the plans.

Local Development Order

3. What is a Local Development Order?

Local Development Orders (LDOs) are made by local planning authorities and give planning permission to specific types of development, within a defined area.

The Council is currently preparing an LDO, working in collaboration with Uniper.

Government guidance encourages landowners and local authorities to work together when preparing LDOs. This approach provides a greater level of planning certainty and enables faster and more flexible delivery, whilst enabling the Council to retain control over the future use of the site. This is particularly important for the Ratcliffe site, as faster delivery will support the transition to a lower carbon future and could provide the best opportunity to retain and reskill the power station workforce as the plans move forward. This approach will also ensure incentives from the Freeport status can be captured. These include government support for developers, to promote investment and trade; and additional funding to local authorities that would be used to support associated regional priorities, such as road improvements.

4. What is the East Midlands Freeport?

The power station is one of three key sites that form the East Midlands Freeport, which was recently recognised by government. Freeports are a flagship government programme designed to attract major domestic and international investment and deliver on the "levelling-up" agenda. Freeports are similar to 'enterprise zones'; being designated areas nominated to attract new investment and jobs in relevant sectors. The government has set an ambitious timescale for Freeports and wants to see development brought forward quickly. Government guidance encourages the use of LDOs to achieve planning permission on Freeport sites.



Further information can be found at www.emfreeport.com

The Power Station

5. Why is the power station being redeveloped?

The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation. Following the subsequent closure of the power station the buildings would be redundant and the contribution made to the local economy lost.

The emerging vision for the Ratcliffe site is to move towards becoming a zero carbon technology and energy hub for the East Midlands, supporting continued economic growth, and helping to meet the region's decarbonisation goals.

The emerging vision for the site sets out the guiding principles by which the development would be brought forward, and seeks to deliver:

- A zero carbon technology and energy hub for the East Midlands
- High-skilled jobs
- Modern industrial and business uses, served by on-site sustainable energy generation and storage
- Advanced manufacturing, for example for production of electric car batteries
- A hub for research, development, and innovation, through links with universities, business support organisations and established industry.

6. When is the power station being decommissioned?

The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation. Following its closure, the main power generation buildings, cooling towers and other structures will be decommissioned and demolished, with the site remediation activities returning the land to a condition that would be suitable for the future development of the site. This will be a complex process and is likely to take a few years to complete.

7. What will happen to the cooling towers?

The cooling towers are approaching the end of their design life, and retention of any towers would come with a significant cost to maintain these structures and meet safety requirements. Retaining the cooling towers would directly impact any future development at the site and the benefits this would bring to the East Midlands. Therefore, Uniper does not propose to retain any of the cooling towers.

Development Mix and Size

8. What type of buildings might be built on the site?

We are currently at an early stage in the project, so the exact type of buildings is not yet determined. The feedback from this public consultation will help to shape the proposed development mix.

The redevelopment could include:

- Industrial, manufacturing and data operations with high energy demands
- Low-carbon and green energy generation
- Energy storage
- Advanced manufacturing
- Logistics
- Research and training facilities
- Other complimentary uses

9. What size of buildings might be built on the site?

We are currently at an early stage in the project, so the exact size of buildings is not yet determined. The LDO will set out the parameters (e.g. building heights) within which all new development would come forward, whilst providing flexibility to accommodate future market investment opportunities.

10. How many jobs will the LDO create?

The redevelopment of the site would deliver a range of socio-economic benefits for Rushcliffe, Nottinghamshire and the wider East Midlands economy. This includes the potential to create an estimated 7,000-8,000 jobs once the site is fully occupied. Further jobs could be created or supported indirectly through the site redevelopment, which has the potential to further support the East Midlands economy by attracting national and international companies, helping to deliver long-term investment in the region.

11. What is the timeline for construction and the site being operational?

We are unable to confirm exactly when construction activity would be completed. This would depend on which companies choose to locate at the site and the industries they are from. After approval of the LDO, individual companies would be responsible for seeking approval for a detailed scheme for their respective developments. For a development of this size, we expect the site to be fully developed over a period of 10 years or more.

Land will be released for development over time as the operations at the power station wind down. Redevelopment is anticipated to take place in three main phases as follows:

- Phase 1: Large areas of the site are currently available for redevelopment, or could be made available relatively easily once an LDO or planning permission is in place. These areas include under-utilised areas to the north of the A453 and the area in and around the ash fields to the south. The EMERGE Centre has planning approval (subject to completion of the Section 106 Agreement) and construction is expected to begin during this time.
- Phase 2: Following the closure of the power station in late 2024, the land associated with the coal stockpile will be released, and development can take place in this area.
- Phase 3: Following closure, the main power generation buildings, cooling towers and other structures will be decommissioned and demolished. Site

remediation activities will return the land to a condition that would be suitable for the future development of the site, after which the third phase of the site redevelopment can begin.

Design

12. What could the proposal look like?

The site would be redeveloped with a range of features to attract sustainable energy and advanced manufacturing businesses. The key emerging design principles for the site are:

1. Creating a highway link to connect the north and south plots into a single campus
2. Using green corridors to support pedestrian movement and biodiversity on the site
3. Integrating landscaped areas to sit the development comfortably within its surroundings

The initial studies have identified three distinct employment areas:

- North: New Energy. Hosting low and green carbon energy and waste businesses, which are supported by road and rail connectivity, high capacity and reliable power supplies. This includes the EMERGE Centre which was granted planning approval by Nottinghamshire County Council in 2021, subject to the completion of a Section 106 legal agreement.
- West: Innovation Campus. Hosting offices, research and development, training / learning facilities
- South: Making District. Hosting advanced manufacturing facilities, for example, to produce electric car batteries

13. How would build quality be ensured?

After the LDO is adopted, detailed plans for each building would be subject to further approval by the Council. Each application will need to demonstrate how it complies with the overall requirements set out in the LDO and would need to be approved by the Council before construction can take place.

Movement and Connectivity

14. How have you approached travelling to and from the site?

We will undertake a Transport Assessment to consider how the travel demands generated by the plans would be accommodated. The assessment will consider walking, cycling, public transport and private vehicles as modes of travel, as well as any trips generated by deliveries and servicing.

The site already benefits from good access to the local and regional road network, and car parking would be provided on-site. However, the focus is on reducing the need to travel by car by providing easily accessible public transport. For example, by improving access to East Midlands Parkway railway station and bus access to the

site. In addition, we would look to secure a route for a future tram extension and make walking and cycling a more attractive alternative for local journeys for people working at and visiting the site. The site currently benefits from a dedicated freight rail spur and it is envisaged that this would be retained as an alternative to road-based HGV transport.

15. Have all new developments within the local area been considered within the Transport Assessment?

The scope and supporting work for the Transport Assessment will be discussed with the local highway authorities including Nottinghamshire County Council, and with National Highways (formerly Highways England), who are the body responsible for the strategic road network, such as the A453 and M1. Other developments in the local area that have already received planning permission, will be considered as appropriate within the Transport Assessment.

16. Have you considered how the development will impact regional and strategic routes from the Site?

The potential impacts on strategic routes, such as the A453 Remembrance Way and the M1 motorway, will be considered in the Transport Assessment. The extent of the road network considered in the Transport Assessment will depend on the forecast highway impacts and will be advised by discussions with the appropriate local highway authorities, including Nottinghamshire County Council and National Highways (formerly Highways England).

17. Will the local walking routes be retained?

There are a number of Public Rights of Way which pass through or nearby the site. It may be necessary to re-route some of these Rights of Way to accommodate the proposed development. The intention would be to retain and realign the Rights of Way wherever possible, to maintain connectivity for local residents and countryside users.

18. Will there be improvements to public transport?

We are exploring the opportunity to provide direct access into the site from East Midlands Parkway Station. This could potentially be via a new pedestrian footbridge for short distance trips or could involve a bus link or other forms of shared transport for on-site destinations that are located further away from the station.

We would explore opportunities for improving bus access into the site from the local areas including Nottingham city centre. This could link into bus services that currently run past or local to the site, and also bus routes that serve other major local employment areas.

There may be potential to extend the Nottingham Express Transit (NET) tram network past the site to East Midlands Airport. Over time, this could supplement or replace some of the bus routes that would serve the site or connect with East Midlands Parkway station, and the development would be designed to include a potential future tram route, should this be deemed appropriate.

Consultation with public transport providers such as Network Rail, Nottingham City Council (Nottingham Express Transit), bus operators and local highway authorities will be undertaken where appropriate to discuss opportunities for improving public transport access.

19. How are road links going to be improved?

The focus is on sustainable modes of transport rather than encouraging car usage. However, the Transport Assessment will include an assessment of the operation of the local highway network, including the A453 and M1, and will identify whether any highway improvement measures are required. The details of these will be agreed with the local highway authorities and National Highways as appropriate.

20. Will any restrictions be placed on construction traffic?

A Construction Management Plan will need to be submitted to, and approved by, the Council before each phase of construction takes place. This will agree how and when construction traffic arrives at the site, and will seek to minimise the social and environmental impact of construction traffic by limiting the usage of local access routes during the construction stages and operation.

21. What about HS2? How are you accommodating this in your plans?

We had already taken into account the High Speed Two (HS2) safeguarded route as it passes through the north-west of the site. In November 2021, the government published its Integrated Rail Plan, which includes a revised route proposal to connect the eastern leg of HS2 to East Midlands Parkway station, with onward connections to Nottingham and Derby. As a result, it is likely that the current East Midlands Parkway Station will need to be adapted to connect with HS2.

We will explore the potential to provide direct pedestrian and cycle access from East Midlands Parkway Station to the site, and will co-ordinate with any future proposals to upgrade the station as part of the recently announced plans to connect the station to HS2.

Sustainable Place

22. What approach are you taking towards mitigating climate change?

The emerging vision for the Ratcliffe-on-Soar power station site is to move towards becoming a zero carbon technology and energy hub for the East Midlands, with modern industry and business uses served by on-site sustainable energy generation. This will support regional and national strategies to help meet the UK's Net Zero commitment.

Providing good public transport connections and sustainable travel options will also support healthy lifestyles, helping to reduce the number of vehicle movements to and from the site, and the resulting vehicle emissions.

23. Will the development be an energy-efficient place?

The site could include on-site sustainable energy generation, from sources including energy-from-waste, solar panels, hydrogen and other potential sources of low carbon

energy. The LDO will include the requirement for a range of sustainability measures, including energy-efficient building design and construction. These must be accommodated when detailed proposals are brought forward.

24. Is there a target for biodiversity on the Site?

The LDO will seek to integrate biodiversity within the development with the aim of improving habitats and creating improved connections across the site. Ecological surveys have been undertaken to understand the existing characteristics of the site. This detail will feed into the masterplanning process to ensure that habitats are protected or managed through best practice, where possible, and that appropriate mitigation and compensation is in place for any areas that may be impacted.

25. What impact will the development have on the environment, and how will adverse effects be managed?

The existing site is already a substantial and prominent industrial area. The power station, and the buildings and impacts from its operation, would be removed as a result of its closure and redevelopment.

New developments could have their own impact on the environment, and we will be undertaking an Environmental Impact Assessment (EIA) to assess the potential effects on the environment resulting from their construction and operation, and how any impacts on the environment will be minimised and mitigated. The EIA will consider the proposed land uses and traffic generation from the redevelopment of the site and other planned developments in the local area as part of its assessment.

In line with the Town and Country Planning EIA Regulations 2017, an assessment will be undertaken to understand impacts on a range of topics including agriculture; air quality; archaeology and built heritage; climate change (including resilience and carbon); ecology and biodiversity; human health; ground conditions; landscape and visual; materials and waste; noise and vibration; traffic and transport; socio-economics; and water resources.

In addition, the cumulative effects with other existing and / or approved projects during the construction and operation phases will be assessed to understand any effects upon the environment at a broader scale.

The findings from the EIA will be documented in an Environmental Statement, which will be submitted as part of the LDO process.

The mitigation hierarchy will be followed as part of the assessment and design process which seeks to first avoid and then minimise impacts. Only then would the project need to compensate via mitigation for impacts that cannot be avoided.

If compensating for impacts is not possible, or does not generate the required level of compensation, then offsetting impacts by gains elsewhere would be explored.

26. What air quality and noise impacts are anticipated from the development?

The Environmental Statement will have chapters dedicated to the assessment of air quality, and noise and vibration impacts. These chapters will consider the impacts associated with these aspects on identified sensitive receptors during the

construction and operation of the scheme, including those associated with increases in road traffic that may result.

Air quality, noise and vibration impacts associated with the construction works will be mitigated through the application of industry-standard best practice measures, and provision of a Construction Environmental Management Plan.

The site itself benefits from excellent public transport connectivity which will maximise the number of journeys made using sustainable modes. In addition, electric car charging points will be incorporated throughout the site. These interventions, amongst others, will help reduce potential increases in air and noise pollution generated from changes in road traffic flows.

Open Space and Green Belt

27. Will there be any impacts on trees and open space?

All potential impacts on the environment are being carefully considered in line with the latest environmental standards and legislation. There are some areas of woodland to the south of the A453 which may require removal to accommodate the plans. However, as part of the site proposal, it is expected that there will be new areas of tree planting, landscaped areas and spaces for nature and wildlife.

Early ecological surveys have been undertaken during 2021 to help us understand what species and wildlife currently live on or move through the site. The Environmental Impact Assessment will consider the potential impacts from redeveloping the site upon these aspects and identify appropriate management and mitigation measures.

28. Will there be any green spaces?

It is expected that green corridors would run through the site as well as informal rest and recreation areas. There could also be footpaths and Public Rights of Way which pass through the site.

29. Is the site within the Green Belt?

All of the site is currently located within the Nottingham / Derby Green Belt. To adopt the LDO on Green Belt land, the Council will need to carefully consider how the benefits of the proposed development, such as job creation, contribution to Net Zero commitments and alignment with wider government policy, balance with Green Belt objectives.

The Planning and Consultation Process

30. Is the LDO in line with the Rushcliffe Borough Council Local Plan?

Rushcliffe Borough Council has long recognised the potential for further development at the power station site, identifying it as a Centre of Excellence in the adopted Local Plan, where proposals for new sustainable development, changes of use or redevelopment of existing buildings will be favourably considered. The case for allocating the site for redevelopment is being considered as part of the emerging

Greater Nottingham Strategic Plan. The Plan preparation is ongoing; however, it is unlikely to be adopted within the timescales proposed for bringing forward the LDO.

31. How does this relate to the EMERGE Centre proposal?

In 2020, Uniper submitted a detailed application for planning permission for the development of an energy recovery facility at the power station site – this is known as the East Midlands Energy Re-Generation (EMERGE) Centre. The facility will generate energy from non-hazardous domestic and commercial waste left over from the recycling process.

The application was granted planning approval on 22nd July 2021, subject to the completion of a Section 106 legal agreement. The application was determined by Nottinghamshire County Council, which is the planning authority for waste management related development.

Local Development Orders do not supersede any planning permissions that have already been granted in the area, nor do they stop the implementation of development that is covered by other planning consents or permitted development rights.

Therefore, the EMERGE Centre proposal can continue to be implemented while the LDO is being prepared. Its cumulative impact will be taken into account in the LDO plans included in the masterplanning work, and in any cumulative assessments required to support the Environmental Impact Assessment and Transport Assessment.

32. Is the proposed STEP nuclear fusion facility that could be located at the Ratcliffe site in the future, included in the proposals?

Uniper has given its support to Nottinghamshire County Council, nominating part of its Ratcliffe-on-Soar site to be considered as a possible location to host the prototype fusion energy plant in the next 20 years, as part of the government's Spherical Tokamak for Energy Production (STEP) programme. It is being led by the UK Atomic Energy Authority, who will be responsible for designing and constructing the prototype at Ratcliffe, if the site were to be selected to host the facility. Uniper is not actively involved in the development of the STEP programme, but it is one of a range of options being considered for the future redevelopment of the site. Ratcliffe was one of five sites shortlisted by the UKAEA in October 2021, to progress to the next stage of assessment. The UKAEA will make their final recommendations to the Secretary of State towards the end of 2022. If STEP does go ahead at the Ratcliffe site, it would have its own separate consenting route that would be independent of the LDO.

33. How can I comment on the LDO, and how will you consider my feedback?

We are running a public consultation to seek your views on the proposals between Monday 29th November 2021 and Monday 10th January 2022.

You can fill out a consultation questionnaire online via the website rushcliffe.ratcliffeLDO.com, or you can print and fill out a hard copy questionnaire and send it back to us free of charge at **Freepost RATCLIFFE LDO**. Alternatively, you can share your comments via email to the dedicated project email address

consultation@ratcliffeLDO.com. The deadline for completing the questionnaire is Monday 10th January 2022.

We will carefully consider the feedback and use it to help shape the plans. Following the public consultation, we will provide an update summarising the feedback we received and explaining how it has influenced the plans.

34. What happens next?

Following this first round of public consultation, we will carefully consider the feedback we receive and refine the plans to enable the preparation of a Draft LDO.

We will carry out a further round of statutory consultation in 2022, which will provide a further opportunity for residents, local businesses and organisations to make representations to the Council as part of the process.

The Council will then look to bring forward the LDO for formal adoption at a meeting of Borough Councillors – this could take place in late 2022.

If the LDO is adopted, the detailed plans for each phase will be subject to a separate application for approval, to ensure compliance with the LDO parameters and conditions set out by the Council. Planning conditions would be placed on the LDO, for example, to agree Construction Management Plans for each development.

Consultation questionnaire



Ratcliffe-on-Soar Power Station Site

Local Development Order

Public Consultation: Questionnaire

Rushcliffe Borough Council is preparing a Local Development Order to help shape and ultimately define the plans for the redevelopment of the Ratcliffe-on-Soar power station site. If approved, the Local Development Order could grant planning permission for a range of modern industrial uses on the site, including advanced manufacturing, low-carbon energy production, battery production, energy storage, logistics, and research and development. We are at the start of this process and, through this public consultation, we would like to share our initial ideas and seek your views on the future of the site.

Ratcliffe-on-Soar power station has been supplying electricity for the energy market for over 50 years. The power station will close at the end of September 2024 in line with government policy to end coal-fired power generation.

The site is part of the East Midlands Freeport, which is a government initiative to encourage innovation and job creation. Rushcliffe Borough Council is working with Uniper, owner of the power station, to explore options for the redevelopment of the site. Redevelopment could support thousands of jobs and secure its future contribution to the East Midlands economy.

The deadline for completing this survey is **Monday 10th January 2022**.

You can complete the survey online via the consultation website. Alternatively, you can send a completed copy to **Freepost RATCLIFFE LDO** (this must be written in capital letters and you don't need to use a stamp).

If you need this and any of the consultation material produced in a different format, please contact us by e-mail at **consultation@ratcliffeLDO.com** or call **0115 981 9911**.

What happens next?

After this initial public consultation, we will carefully consider the feedback received and further develop the plans. We would then carry out another round of public consultation on a Draft Local Development Order.

Later in 2022 the Local Development Order would be brought forward for adoption by Rushcliffe Borough Council. If the Order is adopted, more detailed proposals will then need to be approved by the Council before construction can take place.



1. The emerging vision for the site seeks to deliver:

- A zero-carbon technology and energy hub for the East Midlands
- High-skilled jobs
- Modern industrial and business uses, served by on-site sustainable energy generation and storage
- Advanced manufacturing, for example for production of electric car batteries
- A hub for research, development, and innovation, through links with universities, business support organisations and established industry

Do you support the emerging vision for the site? What else should we consider?

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2. We have developed some initial objectives for the masterplan, which are aligned with the emerging vision for the redevelopment of the site. **Please rate each objective to indicate how important it is to you. (5 = very, 1 = not important)**

Objective	Rating
Welcoming a range of sectors and industries <i>Creating a new home for a variety of businesses and research organisations.</i>	
Creating one combined site <i>North and south areas integrated into one campus.</i>	
Better connected <i>Enhancing public transport connectivity and creating a new network of internal roads and routes.</i>	
Phased delivery <i>Setting up a long-term framework to enable growth and change over the coming years.</i>	

Objective	Rating
Resilient and secure site <i>Businesses could potentially benefit from energy generated on-site. The site would be secure and protected from flooding.</i>	
New public face <i>Creating a new "front door" to the site which welcomes employees and visitors.</i>	
Places for people <i>Creating buildings and spaces which attract and retain the best people and providing a healthy and enjoyable place to work.</i>	
Integrating biodiversity <i>Creating a masterplan that responds to its existing and surrounding environment.</i>	

Do you have any other suggested objectives for the masterplan?

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3. The plans for the site would seek to create an attractive place to work, which blends in with the natural environment. **Please rate each proposed landscaping principle to indicate how important it is to you. (5 = very, 1 = not important)**

Landscaping principles	Rating
Prioritising pedestrians	
Connection to the River Trent and the River Soar by a meadow and green walk	
Promoting public transport and cycling	
Outdoor spaces for nature and wildlife	
Welfare spaces for employees and visitors	
Accessible green spaces for people of all ages and abilities	

4. The plans for the site would seek to encourage sustainable modes of transport rather than encouraging greater car use. For example, by providing direct access from East Midlands Parkway railway station, by making walking and cycling a more attractive alternative for local journeys, and by improving bus access to the site. The existing rail freight line into the site could also be retained.

Do you support the plans to promote sustainable transport, such as increased cycle and pedestrian routes? Do you have any other suggestions which would encourage sustainable travel to the site?

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5. **Overall, to what extent are you supportive of the plans for the future of the Ratcliffe power station site?**

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose

6. **Do you have any additional comments you wish to make about the plans?**

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7. About where you live

Please let us know your postcode. This is optional, but it is helpful for us to know in which area you live.

Postcode:

Prefer not to say

8. Mailing list

If you wish to be contacted in the future about the proposed Local Development Order for Ratcliffe-on-Soar power station, please provide your email contact or your name and postal address details below.

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Data Protection and Privacy Notice

The personal information you provide will only be used by Rushcliffe Borough Council, the Data Controller, in accordance with General Data Protection Regulation 2016/Data Protection Act 2018 to undertake a statutory function (also known as a 'public task') and solely for the purposes of preparing the Local Development Order for the Ratcliffe-on-Soar power station site

Your personal data is collected, processed and retained in accordance with the privacy notice for preparing of the Local Development Order. Details of which are available at: www.rushcliffe.gov.uk/ratcliffeido

Your data protection rights are not absolute and in most cases are subject to the Borough Council demonstrating compliance with other statutory legislation. For further information please see: www.rushcliffe.gov.uk/privacy/

Appendix A5 Coding framework

A coding framework was developed to analyse the feedback received from the pre-application engagement from November 2021 to January 2022. The questionnaires included eight questions. From the questionnaire, responses to questions 7 and 8 were not reviewed as this related to personal data about the respondent. The remaining questions were a selection of open and closed questions related to the Proposed Development.

Open-ended questions allow for deeper insight into any social, economic, environmental and physical comments about the Proposed Development. The closed questions produced quantitative data, which can be extracted and analysed. These questions help in creating and defining trends, patterns and correlations. Furthermore, closed questions were also used for linear scale questions to enable people to scale their perceptions and responses to the questions, and this enabled further comparative data when producing diagrams and graphs.

Within the questionnaire, some of the closed questions were followed with an open-ended question afterwards to allow consultees to explain their reasoning or give suggestions behind the multiple-choice question. This allowed respondents to explain their perspective in further depth to the multiple-choice questions.

The open questions and responses were analysed and coded using the following framework:

- Every question had suffix codes of a detailed aspect relevant to the theme and the Proposed Development. For example, the ‘Environment, Biodiversity’ theme included codes for the following: ‘Concern with tree loss’, ‘protecting trees and planting new trees’, ‘Impact on the environment, biodiversity, and wildlife’, ‘Concerns about flooding and drainage’, ‘Concerns about climate change’ and, ‘Concern about Bio-diversity Net Gain’.
- Each response received was reviewed against the themes and corresponding categories, within the framework of suffix codes. Codes were counted in relation to the number of times a comment was raised about a particular topic. Feedback has been grouped into the theme of response received

The full coding framework used to analyse the responses is shown below.

Support and Oppose

SO1	Supportive of the Vision and/or Objectives
SO2	Opposed of the Vision and/or Objectives
SO3	Suggestive of a Vision Statement and/or Objective
SO4	Neutral view
SO5	Did not answer/ Did not understand the question.
SO6	Potential for the Site to set an example

Environment and Biodiversity

E1	Concern with tree loss, protecting trees and planting new trees
E2	Impact on the environment, biodiversity, and wildlife
E3	Concerned about the impact on environment long-term and Climate Change
E4	Concern with loss of open space / rural feel/access to Nottinghamshire countryside
E5	Comments on Bio-diversity Net Gain and proposed mitigation strategies
E6	Concerns about flooding and drainage
E7	Contaminated land on the Site needs to be addressed.
E8	Concerned about the impact on the Southern Area
E9	Comments on the EMERGE Centre

Green Belt

G1	Concern about loss of Green Belt
G2	Questioning policy compliance of Green Belt loss (Local Plan or NPPF)
G3	Comments about future loss of Green Belt around the proposed Site.
G4	Very Special Circumstances will need to be justified.

Traffic and Transport

T1	Impact on traffic around the Site
T2	Impact on traffic around the region
T3	Concerned about construction traffic
T4	Comments about future public transport options (Bus, Tram, Cycle Hire)
T5	Comments about pedestrian/cycle connectivity, Public Right of Ways.
T6	Queries/comments regarding parking provision
T7	Comments on about future links with East Mids. Parkway HS2 Station and EMA
T8	New Bridge over the River Trent (Search)

Land Use, Design and Capacity.

D1	Design suggestion regarding density, layout, scale
D2	Design suggestion regarding sustainable and low carbon technologies
D3	Comments of types of uses for the Site
D4	Comment on cooling towers landmark status
D5	Comment on lack of design detail
D6	Comments about the need for residential on-site.
D7	Comments about the Historic Sites (Ancient Monuments and Archaeological Areas)

LDO, Freeport and Phasing.

L1	Concerns about LDO Planning Approach and the lack of detail of the future Site.
L2	Comment about how the LDO Site relates to the Local Plan (Current and Emerging)/ NPPF
L2	Questions about the phasing of the Site
L3	Concern about lack of local control of Freeport process.
L4	Comment about overall site management
L5	Increase Air traffic to East Midlands Airport due to LDO/Freeport Status.
L6	Requests for Winking Hill Farm LDO Boundary Amendments

Consultation Approach

C1	Comment about Consultation Approach
C2	Comment about any of the Consultations Events.
C2	Comment about the online consultation/questionnaire
C3	An important question that should be added to the FAQs.
C4	A noteworthy meeting request


Other

O1	Queries on the STEP proposal
O2	Other external mitigation ideas for the project.
O3	Comment about Travellers Sites
O4	Comment on closure of Power Station

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 <p>Rushcliffe Borough Council</p>	<p>Cabinet</p> <p>Tuesday 12 July 2022</p> <p>Revenue and Capital Outturn 2021/22</p>
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Report of the Director – Finance and Corporate Services

Cabinet Portfolio Holder for Finance and Customer Access, Councillor G Moore

1. Purpose of report

- 1.1. The purpose of this report is to outline the year-end financial outturn position for 2021/22, linked to the closure of accounts process and previous financial update reports.
- 1.2. The draft Statement of Accounts has been prepared and is due to be published on 31 July 2022.
- 1.3. The statutory deadline for approval of the accounts has been extended as a result of the Covid-19 pandemic, to publication of the draft financial statements 31 July 2022, with approval of the audited statements by 30 November 2022. Despite the additional work pressures as a result of Covid-19, the draft accounts will be produced and approved in line with the statutory deadline.
- 1.4. With regards to the revenue budget this shows an overall revenue efficiency position of £0.211m (having taken into account movements to reserves and the need for carry forward amounts to meet various service pressures and risks).
- 1.5. The Capital Programme shows an overall underspend position of £10.946m consistent with reporting during the year. This is mainly due to larger schemes such as the Crematorium and Bingham Leisure Hub due to complete later in 2022/23.

2. Recommendation

It is RECOMMENDED that Cabinet:

- a) notes the 2021/22 revenue position and efficiencies identified in **Table 1**, the variances in **Table 2** and approves the carry forwards and appropriations to reserves in **Appendix E**;
- b) approves the other changes to the earmarked reserves as set out at **Appendix B**;
- c) notes the re-profiled position on capital and approves the capital carry forwards outlined in **Appendix C**; and
- d) notes the update on the Special Expenses outturn at paragraph 4.12 and in **Appendix D**.

3. Reasons for Recommendations

To accord with good financial governance and the Council's Financial Regulations.

4. Supporting Information

4.1 The Council is required to categorise its income and expenditure as either revenue or capital. The General Fund account deals with the Council's revenue income and expenditure, where spend is incurred on day to day expenditure or on items used within the year. Capital income and expenditure is included in the Capital Programme. The Financial Outturn, for both Revenue and Capital, is presented below.

Revenue Outturn

4.2 The net revenue position in Table 1 below shows a transfer to reserves of £1.452m (originally planned to be a transfer from reserves of £3.787m (adjusted up to £4.767m to reflect carry forward commitments) a significant net increase of £6.2m. The approved budget reflected a temporary reduction where it was expected that the legacy impact of Covid would remain; however, as reported throughout the year performance has been resilient in the face of ongoing financial challenges. This has resulted in a surplus in the year. In-year savings and service efficiencies (some of which are requested to be carried forward) combine to a net revenue surplus of £1.662m. The main variances are shown in Table 2. Other variances consist of National Non-Domestic Rates (NNDR) income £4.4m consisting of Covid Additional Relief Fund (CARF) grants (related to additional Covid reliefs) of £4m and the net transfer from the Nottinghamshire NNDR Pool of £0.38m. The additional funds received for NNDR and CARF reliefs will be transferred to the Collection Fund Reserve, the balance to be released in 2022/23 and 2023/24 to offset the deficit arising in later years (amounting to £3.2m). The balancing and reconciling of these balances does add extra complexity to the closure of accounts process. The £1.254m of 'grant spent charged to revenue' reflects Covid grants paid out with the grant income received hence the additional £1.372m on this line.

Table 1: Revenue Outturn Position

	Original Budget excluding Recharges £'000	Revised Budget £'000	Revised Outturn	Revised Variance
Chief Execs	2,055	1,956	1,808	(148)
Development and Economic Growth	6	197	(36)	(233)
Finance & Corporate	4,292	4,563	3,753	(810)
Neighbourhoods	6,920	7,374	6,903	(471)
Sub Total	13,273	14,090	12,428	(1,662)
Capital Accounting Reversals	(1,768)	(1,768)	(1,768)	0
Minimum Revenue Provision	1,074	1,074	1,074	0
Total Net Service Expenditure	12,579	13,396	11,734	(1,662)
Grant Spent charged to revenue	0	0	1,254	1,254

Grant Income (including New Homes Bonus & rsg)	(2,762)	(2,599)	(3,971)	(1,372)
Business Rates (including SBRR)	(2,820)	(2,820)	(7,264)	(4,444)
Council Tax	(7,255)	(7,255)	(7,255)	0
Collection Fund Deficit	4,045	4,045	4,050	5
Total Funding	(8,792)	(8,629)	(13,186)	(4,557)
Net Transfer to/(-)from Reserves	(3,787)	(4,767)	1,452*	6,219
Carry forward requests (Appendix E)				(845)
Reserves required				(5,163)
Net Surplus after c/fs and reserve transfers				211

*Of the £1.452m transfer to reserves £0.242m is required for Capital resources – Net transfer to reserves £1.210m

4.3 The above table shows a positive outcome in what has been another challenging year. Service efficiencies and prudent budgeting for Covid losses has mitigated the overall impact and the improved outturn position enables the Council to continue to achieve its corporate objectives and support any future budget deficit position arising from future issues (particular given the current economic issues with inflation increases). A number of transfers were agreed by Cabinet 8 March 2022, which are included in the final carry forward request totalling £6m (paragraph 4.10) and shown in Appendix E. The remaining surplus of £0.211m will be transferred to the Organisation Stabilisation Reserve to support future financial pressures.

4.4 At the end of 2019/20 the Council's Treasury Investments had been negatively impacted by the pandemic and had suffered a reduction in value. This improved during 2020/21 with values almost recovering to pre-pandemic levels. As at 31 March 2022 the value of the investments now shows an increase in value of £0.173m. This movement has been credited to the revenue account in accordance with statute and reversed through reserves and therefore does not affect the bottom-line revenue position. As expected for assets held over a long period, there is still a risk that these values can fluctuate in response to market conditions, particularly with the continued uncertainty brought about by the war in Ukraine and inflation increases. The statutory override (allowing the reversal of price fluctuations through reserves) is due to expire on 31 March 2023 after which any movements will affect the general fund. The position on the investments at the time of writing shows that balances have now again reduced. In order to mitigate any potential impact on the general fund after March 2023 it is proposed to appropriate £0.2m to reserves. The position will be closely monitored and if necessary, recommendation to withdraw from the funds will be reported to Cabinet and Governance Scrutiny Group as part of ongoing monitoring of the Council's Treasury Management position.

4.5 As documented at Appendix A, the financial position to date reflects a number of positive variances totalling £2.1m (plus other minor variances of £0.4m) These include; Interest receipts (£0.215m); saving on contingency (£0.267m); EGC feasibility Study (£0.25m); Planning Income (£0.4m) and Car parking receipts (£0.143m) There are several adverse variances totalling £0.861m. The majority of the adverse variances arise from additional costs of waste collection in relation to overtime and agency (£0.173m Covid related) fuel and vehicle repairs (£0.161m) and planning agency costs (£0.234m). Many of these have

been reported to Cabinet in previous update reports. Table 2 below summarises the key variances:

Table 2: Main Items Impacting on the Current Revenue Budget

Adverse variances	Main Variances	£'000
Employee Expenses	Planning staff and Depot agency and overtime	403
Supplies & Services	Econ Dev and Env Health (spending of grant) and additional costs of Bed and Breakfast due to social distancing	256
Transport Related Expenses	Vehicle repairs and hire and increased costs of diesel	167
Premises Related Expenditure	Resposive Works Open Spaces and Footpaths	35
Total		861
Favourable variances	Main Variances	£'000
Capital Financing Costs	Borrowing costs not incurred	(45)
Employee Expenses	Vacancies in Economic development and Revenues and Benefits	(62)
Income	Planning income, investment income, grant income (offsetting expenditure) and car parking	(1,260)
Premises Related Expenses	Utilities (to be carried forward)	(84)
Supplies & Services	EGC feasibility study and contingency not required	(593)
Third Party Payments	EGC improved performance	(70)
Total		(2,114)
Other Minor variances		(409)
Total Variances		(1,662)

Business Rates

- 4.6 The Council ensured that applicable business rates reliefs were applied, including Covid related reliefs, resulting in 1118 businesses benefitting from over £6.069m of additional rates relief.
- 4.7 The Council has also administered a number of grants to support the local economy and these were referenced in the Covid update report to Cabinet in May 2022. Some funding was carried forward from 2020/21 and has either been spent in the year or returned. Total grants amounted to £10.8m with £6.5m (including £106k of RBC funded grants) paid to businesses (60%). Grant underspend is generally a result of the Council receiving more resources than it needed (given the Government, when estimating resources, did not know the

level of demand). These largely relate to mandatory grants which the Council has no control over in terms of the criteria for award.

Test and Trace

- 4.8 During 2020/21 and 2021/22, the Council helped to help support individuals who were self-isolating and on low incomes and could not work from home with £500 payments from government funding. The scheme ended on 6 April 2022, although funds may still be distributed after this date to eligible applicants. 533 payments have been made totalling £0.265m (as at 31 March 2022).

Reserves

- 4.9 There are a number of movements in revenue reserves largely agreed as part of the budget setting process and budget monitoring for 2021/22. A net transfer to earmarked reserves of £1.210m comprises: £1.452m transferred to reserves from revenue less £0.242m reserves used for capital. The overall net movement on revenue reserves are detailed at **Appendix B**. The key points to note are:

- There are a number of 'transfers out' or use of reserves totalling £6.909m including: £1.074m from the New Homes Bonus reserve, which is used to offset the Minimum Revenue Provision (MRP) arising from internal borrowing to fund the Arena and Cotgrave Masterplan.
- £1.663m is transferred out from the Organisation Stabilisation Reserve. £0.91m released to meet revenue 2019-20 carry forward commitments and £0.75m to meet the budgeted revenue deficit.
- Transfer of £4m to meet the collection fund deficit.
- There are a number of 'transfers in' totalling £8.36m that increases reserves. Significant items comprise: £1.6m New Homes Bonus receipts; £1.87m net efficiencies and Covid related grants; Collection Fund surplus £3.2m relating to reimbursement of additional reliefs given to businesses in 2021/22, net £0.091m to support increased planning service delivery challenges and creation of a £1m Vehicle Replacement Reserve approved as part of the MTFS by Full Council.
- The New Homes Bonus (NHB) Reserve balance of £8.979m is largely earmarked to fund internal borrowing in relation to capital projects such as the Arena and Cotgrave Masterplan.
- The Collection Fund Reserve balance of £5.14m is earmarked to offset the business rates deficit in 2022/23 of £1.8m and in 2023/24 of £3.2m.
- The Organisation Stabilisation Reserve Balance of £3.994m will partly be used to fund the carry forward requests of £0.845m (Appendix E). This includes the potential impact of reduced income due to delays in the Bingham Hub and the Crematorium.
- The Climate Change Reserve (£0.8m is to be topped up to £1m in 2022/23) will support projects in 2022/23 and beyond that contribute to the Council's ambitions to become carbon neutral. Projects are assessed on an individual basis and recommendations made to fund from the reserve will be presented to Cabinet. Projects currently in the pipeline include Bingham Arena and the Crematorium (both of which incorporate energy efficiency and carbon reduction measures) and the West Bridgford Infrastructure project. During 2021/22 the Council has delivered projects for energy efficiency lighting, Electric Vehicle Networks and Local Authority Delivery (LAD) green energy grants; however, as

these projects were fully funded by grants there is no recourse to draw from the reserve in 2021/22.

- Overall, whilst the level of Earmarked Reserves is a healthy £23.575m, there are risks going forward in terms of the continuing financial pressures from inflationary and pay increases, uncertainty regarding Fairer Funding and Business Rates systems and further reductions and commitments from reserves to capital projects. This includes the repayment of internal borrowing for the Arena and Cotgrave Masterplan, which was reliant on NHB receipts and these are predicted to cease at the end of 2022/23.
- The General Fund balance of £2.604m accords with the Council's approved Medium Term Financial Strategy.

Revenue carry forward requests and Reserve Commitments

- 4.10 The Council is committed to growing the Borough, ensuring it maximises available opportunities, particularly linked to the impact of both growth and the economic recovery of the borough, following the pandemic. In addition there is additional anticipated one-off cost pressures to facilitate the transfer of the Streetwise Grounds Maintenance function to an in-house model and costs associated with the upgrade of the Council's website. Requests for the use of reserves in 2022/23 (from 2021/22 efficiencies) for both supporting the recovery process and delivery of the Council's priorities are shown in **Appendix E**.

Capital

- 4.11 The year-end Capital Programme provision totalled £27.222m (see Table 3 and Appendix C). Actual expenditure in relation to this provision totalled £16.276m (54% of the budget) giving rise to a variance of £10.946m, £10.710m of which is recommended to be carried forward. This position is as expected and as reported throughout the year. Significant commitments have been made with regard to Bingham Hub and The Crematorium. Re-profiling of these schemes has been required due to supply chain issues and the residual impact of Covid. The wider issues surrounding the Covid pandemic has impacted upon the delivery of some of the schemes and a decision was taken to defer those which would pose no immediate Health and Safety Risks (some leisure centre and investment property enhancement works). Bingham Hub and The Crematorium will be completed in 2022/23 with both opening in the early autumn.

The main variations are as follows:

- Bingham Leisure Hub and Offices £5.673m – to meet expenditure in line with projected cash flow in 2022/23.
- The Crematorium £2.973m – to meet build and equipment costs in 2022/23.
- Cotgrave Regeneration Scheme Phase II £0.378m – 21/22 works primarily completed with this saving. It is proposed to re-allocate £0.2m of the saving to support the revised expected costs of Rushcliffe Country Park enhancement works to be carried out in 2022/23.
- LAD2 Green Energy Grants £0.407m – carry forward request as the deadline for completion of works has been extended to 30 June .2022,

- IT Systems underspend of £0.233m – of this £0.133m is requested to be carried forward to meet commitments; £0.1m budget efficiencies are as a result of the Skype for Business Office Migration.
- Streetwise Loan £0.150m – not drawn down, the proposal is to carry this forward in contingency to support any emerging capital costs of Streetwise insourcing.

Appendix C highlights the main variances and summarises the carry forward amounts (£10.710m); efficiency savings (£0.316m); overspends (£16k); and acceleration (£64k). Details of variances can be found on **Appendix F**.

Table 3: Capital Summary

EXPENDITURE SUMMARY	Current Budget £000	Actual £000	Variance £000
Development and Economic Growth	21,078	11,928	(9,150)
Neighbourhoods	5,328	4,121	(1,207)
Finance & Corporate Services	610	227	(383)
Contingency	206	0	(206)
	27,222	16,276	(10,946)
FINANCING ANALYSIS			
Capital Receipts	(8,092)	(7,787)	305
Government Grants	(3,360)	(2,156)	1,204
Use of Reserves	(399)	(242)	157
Grants/Contributions	(530)	(523)	7
Section 106 Monies	(3,841)	(3,068)	773
Borrowing	(11,000)	(2,500)	8,500
	(27,222)	(16,276)	10,946
NET EXPENDITURE	-	-	-

4.12 **Appendix D** shows the Outturn position on the Special Expenses budget. Budgets within the Special Expenses area have been impacted by Covid for part of the year with community facilities losing income and Gresham being used as a vaccination centre. These losses are included in the Council services overall net budget surplus of £1.662m (see Table 1). The Special Expenses outturn budget deficit for West Bridgford is £0.037m. This deficit is net of a proportion of Covid Government funding received by the Council as reimbursement for lost sales, fees and charges income in relation to quarter one only. The total net deficit as at 31 March 2022, is £0.124m comprising of an opening deficit of £0.087m and the in year deficit of £0.037m. The budgets are set using estimates and the timing of expenditure can result in variances against the budget and has resulted in the £0.087m deficit. The budget going forward will aim to ensure deficits are recovered.

Covid-19 ongoing impact and other factors

- 4.13 The Council's leisure providers have been reporting an improvement in usage throughout the year. Whilst footfall is slightly below pre-pandemic levels the performance overall is in line with the budget projections. However, with the recent increase in energy bills, wages (particularly affected by the increase in National Living Wage) and recent opening of a budget gym financial challenges remain for 2022/23 and beyond. Such challenges are not unique to Rushcliffe and is effecting the whole of the leisure sector.
- 4.14 The NNDR surplus of £4.4m in Table 1 arises from S31 grant received in 2021/22 in advance due to the introduction of Covid Additional Relief Fund (CARF). This will be used to offset future collection fund deficits.
- 4.15 The 2020/21 Council Tax deficit reported in last years accounts was £0.144m and as per statutory accounting arrangements was spread over three years (2021/22 to 2023/24). The charge to the 2021/22 accounts is therefore £48k which is offset by Council Tax Income compensation of £46k The deficit relating to 2021/22 is £0.159m.
- 4.16 The Council has received a payment relating to April to June 2021 of £0.109m from the fees and charges income reimbursement scheme. A proportion of the reimbursement has been allocated to the Special Expense fund to support the lost income from closure of facilities in the West Bridgford area (see paragraph 4.12). Final reconciliations for the 2020/21 payments have been submitted bringing the total reimbursement received, since the scheme's inception, to £0.247m.

Financial Outturn Conclusion

- 4.17 The financial impact of Covid in 2021/22 was not as significant as anticipated; however, new and emerging issues present significant financial challenges moving forward. The Comprehensive Spending Review and both the business rates revaluation and the Fairer Funding reviews (which have already been delayed twice) are now unlikely to take place before 2024/25. Cost pressures (such as inflationary increases and planning service demands) and uncertainty over government resource allocations will make financial planning even more challenging.
- 4.18 The Council continues to drive efficiency and innovation and the Transformation Plan incorporates projects over the medium term that continually review Council processes. One such project is the in-sourcing of the Streetwise function planned autumn 2022/23 and it is anticipated that this will deliver efficiency savings in support of ongoing financial budget efficiencies.
- 4.19 A healthy position on reserves is necessary to insulate the Council against significant financial risks, enabling it to withstand short-term financial shocks. This is demonstrated by the Council's positive financial position in the aftermath of Covid-19; a position many other councils are not as fortunate to be in. A healthy reserves position is vital to the Council's financial resilience and enables the Council to deliver its corporate priorities, to improve services and invest and grow the Borough and support its environmental objectives. A number of commitments, both revenue and capital, are identified in the report to be

resourced from the improved reserve position, particularly linked to the Council's growth and improving the environment objectives.

- 4.20 The year-end Financial Statements are subject to audit by Mazars and will be considered by the Governance Scrutiny Group in November 2022.

5. Alternative options considered and reasons for rejection

There are no other options identified, subject to the views of Cabinet.

6. Risks and Uncertainties

- 6.1 Failure to comply with Financial Regulations in terms of reporting on both revenue and capital budgets could result in criticism from stakeholders, including both Councillors and the Council's external auditors.
- 6.2 The transfer of the net surplus to reserves will support the budget deficit created by additional business rates relief issued in 2021/22. Carry forward of budget efficiencies will assist the Council to meet its priorities to support and grow the borough. A healthy reserves position is essential to provide resilience against continued pressures and uncertainty from emerging risks such as the increase in inflation as referenced in paragraph 4.13.
- 6.3 During 2021/22 the Ratcliffe-on-Soar Power Station was successful in an appeal back dated to 2017. The liability of over £6m was largely absorbed by the appeals provision in the collection fund. The impact going forward is a reduction in retained rates from £2.9m to £1.6m with the Council's annual share approximately £0.5m. The MTFs continues to reflect this risk and the potential impact of the Freeport on business rates.
- 6.4 Following the successful appeal from the Power Station the proportion of the rates applicable to it has reduced and subsequently the risk has reduced. Furthermore, changes in Central Government policy influences business rates received and their timing, for example policy changes on small business rates relief.
- 6.5 There is a risk of further delays to the opening of Bingham Hub and the Crematorium and if further budget is required this will be included in our normal financial reporting arrangements to Cabinet and Corporate Overview Group.
- 6.6 The Council needs to be properly insulated against such risks hence the need to ensure it has a sufficient level of reserves, as well as having the ability to use reserves to support projects where there is 'upside risk' or there is a change in strategic direction. The Council continues to ensure it is financially resilient at this most difficult of times.

7. Implications

7.1. Financial Implications

Financial implications are contained within the body of the report with commentary on revenue (Sections 4.2 to 4.5), Business Rates (section 4.6) reserves (section 4.9), capital (section 4.11).

7.2. Legal Implications

There are no direct legal implications arising from this report.

7.3. Equalities Implications

None.

7.4. Section 17 of the Crime and Disorder Act 1998 Implications

None.

8. Link to Corporate Priorities

Quality of Life	The budget resources the Corporate Strategy and therefore resources all Corporate Priorities.
Efficient Services	
Sustainable Growth	
The Environment	

9. Recommendation

It is RECOMMENDED that Cabinet:

- a) notes the 2021/22 revenue position and efficiencies identified in **Table 1**, the variances in **Table 2** and approves the carry forwards and appropriations to reserves in **Appendix E**;
- b) approves the other changes to the earmarked reserves as set out at **Appendix B**;
- c) notes the re-profiled position on capital and approves the capital carry forwards outlined in **Appendix C**; and
- d) notes the update on the Special Expenses outturn at paragraph 4.12 and in **Appendix D**.

For more information contact:	Peter Linfield Director – Finance and Corporate Services 0115 914 8439 plinfield@rushcliffe.gov.uk
Background papers Available for Inspection:	Council 4 March 2021 – 2021-22 Budget and Financial Strategy; Cabinet September 2021 – Revenue and Capital Budget Monitoring Q1 Cabinet December 2021 – Revenue and Capital Budget Monitoring Q2 Cabinet 8 March 2022 – Revenue and Capital Budget Monitoring Q3
List of appendices:	Appendix A – Revenue Variance Explanations Appendix B – Movement in Reserves Appendix C – Capital Variance Explanations Appendix D – Special Expenses Position Appendix E – Carry forward and reserve commitments

Revenue Variance Explanations (over £25k)

Service	Income / Expenditure Type	Reason	Projected Outturn Variance £'000
Depot & Contracts	Employee Expenses	Waste Collection - Overtime £21k and agency £121k	142
Depot & Contracts	Transport Related Expenses	Waste Collection - Repairs to aging vehicles £106k, Diesel £33k, Transport hire £28k	167
Economic Development	Supplies & Services	Contribution to feasibility study in relation to pedestrianisation of West Bridgford Town Centre	63
Environmental Health	Employee Expenses	Agency Staff covering sickness and backlogs caused by covid restrictions	27
Environmental Health	Supplies & Services	Covid Enforcement / Street Patrols £71k (offset by COMF income) Test and trace Grants £51k	122
Planning & Growth	Employee Expenses	Agency cover for vacancies and extra work covered by increased income from planning applications	234
Property Services	Premises	Resposive Works Open Spaces and Footpaths	35
Strategic Housing	Supplies & Services	Additional B&B accommodation expenditure due to social distancing requirements and government schemes targeting rough sleeping.	71
TOTAL ADVERSE VARIANCES > £25k			861

Revenue Variance Explanations (over £25k)

Service	Income / Expenditure Type	Reason	Projected Outturn Variance £'000
Community Development	Income	All weather pitch - Gresham	(26)
Depot & Contracts	Income	Car Parking £101k, Leisure profit share £64k, tanker £35k and recycling credits £39k	(239)
Depot & Contracts	Third Party Payments	Edwalton Golf Club, forecasting to break even - no fee payable	(70)
Depot & Contracts	Supplies & Services	Edwalton Golf Club Feasibility Study not required £270k (20k required of IRO redevelopment works)	(270)
Economic Development	Employee Expenses	Vacancy and maternity	(30)
Environmental Health	Income	COMF grant income (£147k), Test & Trace income £51k	(198)
Financial Services	Capital Financing Costs	Savings from interest which would have been incurred on external borrowing	(45)
Financial Services	Income	Holding larger investment balances and the average rate of return on these balances is higher than budgeted for	(215)

Service	Income / Expenditure Type	Reason	Projected Outturn Variance £'000
Financial Services	Supplies & Services	Original contingency not required £267k. Decrease in bad debt provision £30k	(297)
Planning & Growth	Income	Income levels have increased to pre covid levels some of this income will fund extra staff costs needed to accommodate the extra work	(399)
Planning Policy	Supplies & Services	The local plan examination didn't go ahead	(26)
Property Services	Income	Costs recovered at The Point from previous tenant	(28)
Property Services	Premises	Spend on utilities unknown so £61k to be carried forward as best guess also £23k underspend reflects NDR appeal	(84)
Revenues & Benefits	Net Income	Outturn rent allowances offset by housing benefits subsidy	(27)
Revenues & Benefits	Employee Expenses	Staff vacancies	(32)
Strategic Housing	Income	£27k COMF grant income, £69k Additional Homelessness Support Grant income, £32k Domestic Violence grant income.	(128)
TOTAL ADVERSE VARIANCES > £25k			(2,114)
OTHER MINOR VARIANCES			(409)
TOTAL VARIANCE			(1,662)

Movement in Reserves

Movement in Reserves	Balance at 31.03.21	Transfers in	Transfers out	Balance at 31.03.22	Transfers in notes	Transfers out notes
	£000	£000	£000	£000		
Investment Reserves						
Regeneration and Community Projects	1,887	188	(178)	1,897	£48k Special Expenses Annuity Charges; £50k in year transfer for WB Play Areas Capital; £20k to Sinking Fund Hook Skatepark; £20k to sinking fund RCP skate park; £50k to sinking fund Gresham pitches	
Council Assets and Service Delivery	0	0	0	0		
Investment Properties	212	271	(57)	426	From Investment Properties income	
New Homes Bonus	8,420	1,633	(1,074)	8,979	Receipt in year	£1.074m to offset the impact of MRP
Invest to Save	0		0	0		
Corporate Reserves						
Organisation Stabilisation	3,786	1,871	(1,663)	3,994	£1.662m from in-year efficiencies to meet c/f and reserve appropriations	£753k budgeted general fund deficit plus £910k agreed carry forwards cabinet xxx 21
Climate Change	800		0	800		
Collection Fund S31 Reserve	5,990	3,179	(4,024)	5,145	S31 Grant reimbursements for additional business rates relief in 21/22 to offset future deficits arising from timing differences	Planned release of grant to cover deficit in collection fund

Movement in Reserves	Balance at 31.03.21	Transfers in	Transfers out	Balance at 31.03.22	Transfers in notes	Transfers out notes
						arising from additional reliefs in 20/21
Development Corporation	400	0	(70)	330		Transfer to revenue to cover expenditure incurred
Risk and Insurance	100			100		
Planning Appeals	349			349		
Elections	101	50		151	Agreed in year top-up of reserve	
Operating Reserves	0			0		
Planning	209	169	(78)	300	To support cost pressures	
Leisure Centre Maintenance	111		(7)	104		
Planned Maintenance	0			0		
Vehicle Replacement Reserve	0	1,000	0	1,000	Creation of Reserve agreed by Council 4.3.22	
TOTAL	22,365	8,361	(7,151)	23,575		
General Fund Balance	2,604			2,604		

Capital Programme Summary March 2022

CAPITAL PROGRAMME MONITORING - MARCH 2022						
	Original Budget	Current Budget	Actual YTD	Variance	Carry fwd (C)/ Saving (S)/ Overspend (O)/ Acceln (A)	Notes
	£000	£000	£000	£000	£000	
DEVELOPMENT AND ECONOMIC GROWTH						
Manvers Business Park Surface/Drain		10	10			Complete
Energy Efficiency LED Lighting Schemes		103	99	(4)	S	Works complete, small saving.
U10 Moorbridge Security 21-22		22	19	(3)		Works complete, small saving.
Colliers BP Enhancements		14	6	(8)	C	Opportunity to install new water supply pipework to mitigate liability issues, currently considering best options. £8k carry forward. £17k to be requested from Capital Contingency in 22/23.
Cotgrave Phase 2	570	547	169	(378)	S	21/22 works complete. Request to carry forward £200k of this to support RCP enhancements. Balance of £178k can be given up as a saving. £500k in 22/23 all of which will not be required. Some fit out and electrical works still to do. Potential water supply to Business Hub.

Bingham Leisure Hub	16,000	16,240	10,567	(5,673)	C	Re-profile against the programme due to supply chain issues and COVID. Balance to be carried forward to meet commitments in 22/23. A saving is anticipated and will be given up on completion of the project.
Manvers Business Park Roof Refurbishment	200					£200k has been deferred to 22/23.
Manvers Business Park Roller Shutters	100					£100k has been deferred to 22/23
Water Course Improvements	210	1		(1)	S	£60k has been deferred to 22/23; £1k saving.
The Point	150	50	10	(40)	C	Car Park Roller Shutter/Water ingress addressed 21/22. Carry forward balance to meet commitments in 22/23.
Bingham Market Place Improvements		68		(68)	C	Poor response to initial procurement. Scheme to be re-tendered on an open basis. Works now planned for Autumn. Provision needs to be carried forward to meet this commitment.
Bridgford Hall Enhancements		11	9	(2)	S	Works complete.
The Crematorium	6,500	4,012	1,039	(2,973)	C	Total provision including purchase of the land £8.5m. Works commenced. Potential cost pressures for materials and skilled labour. Final construction costs and fit-out expected in summer 22. £3m has already been deferred. Unspent provision to be carried forward.
	23,730	21,078	11,928	(9,150)		
NEIGHBOURHOODS						
Vehicle Replacement	730	587	563	(24)	C & S	3 Refuse Vehicles acquired. £22k Contingency allocation to buy BARTEC units to be carried forward. Balance remaining is a saving.

Support for Registered Housing Providers	500	237	301	64	A	Commitments: £160k for 10 units of affordable housing on Garage Sites Ph 2 (£80k paid); £44k for accommodation Next Steps Rough Sleepers(paid); and 177k to provide a 3 bedroomed adapted bungalow to meet a local housing need(paid). Timing of release of the contributions depends on Start on Site dates and an acceleration of £64k is required from 22/23. RBC has received £3.8m for land north of Bingham. The future draft capital programme has been to reflect these additional resources. Options are being assessed for commitment of these funds.
Assistive Technology	16	40	22	(18)	C	Purchases complete for 21/22. Carry forward to meet DFG spending pressures in 22/23.
Discretionary Top Ups	57	100	32	(68)	C	Proposal to increase Discretionary threshold from £10k to £20k has been approved although, given funding pressures, this may need to revert back to £10k. Carry forward to support DFG spending pressures in 22/23.
Disabled Facilities Grants	515	751	795	44	Net of BCF C	The appointment of a 2nd grant officer has increased the delivery of DFGs. The overspend of £44k will be met by underspends on other BCF schemes giving a net £56k to be carried forward.
Hound Lodge Access Control System						£25k was originally deferred to 22/23 pending outcome of asset review. This review will now take place in 23/24 so the provision will need to be re-profiled.
Bowls Hall Replacement Furniture	15					Cabinet 13.07.21 approved £15k virement to Bowls Hall Conversion scheme.

Arena Enhancements		80		(80)	C	Carry forward for external cladding enhancements and to meet emerging commitments.
Car Park Resurfacing		120		(120)	C	Scope of works being finalised - £95k already deferred to 22/23. £120k will also need to be carried forward. Works in conjunction with EV Charge Points.
CLC Changing Village Enhancements	300					Provision initially deferred to 22/23 and it has now been agreed to re-profile this to 23/24.
CLC Refurbish Roofs to Sports and Pool Halls	150					Provision initially deferred to 22/23 and it has now been agreed to re-profile this to 23/24.
KLC Refurbish Pool Hall and Changing Village	250					Provision initially deferred to 22/23 and it has now been agreed to re-profile this to 23/24.
Bowls Centre Conversion/Enhancements	75	15		(15)	S	£75k previously deferred to 22-23. Conversion works to Bowls Hall undertaken by LEX. £15k saving.
BLC Improvements		104	7	(97)	C	Roofing enhancement works and glazing upgrade. Balance to support any emerging Health and Safety enhancements.
KLC Refurb Pitched/Flat Roof Areas	220					Provision initially deferred to 22/23 and it has now been agreed to re-profile this to 23/24.
RBC EV Network		13	13			Payment processed. This scheme is fully funded by Government Grant.
Gresham Sports Park Redevelopment		1,258	1,207	(51)	C	Works primarily completed, EV Charge Points to go in Car Park. Scheme funded by S106 Developer Contributions and Football Foundation (FF) Grant. 2nd grant claim to FF submitted and funds received. Final claim submitted. Future commitment to improving the swale.

Gamston Community Centre Enhancements Special Expense	115	115	102	(13)	C	Works are completed with the exception of a small area of high level decoration.
Lutterell Hall Enhancements Special Expense	225	150	73	(77)	C	Boiler replacement, external roofing, and decoration work completed; toilet refurbishment carried out by tenant and met from RBC Contribution. Balance to be carried forward to meet thermal efficiency improvements.
LAD2 Green Energy Grants		635	228	(407)	C	Newly emerge spending opportunity, fully funded by Government Grant. Scheme to facilitate external wall insulation, solar PV panels, and loft insulation in homes of non-standard construction. Commencing November, to be delivered in partnership with EON. Timescale has been extended due to COVID19, completion now allowed by 30 June 22 and paperwork by 31 July 22.
Gresham Sports Pavilion	125	125	93	(32)	C	Provision comprises: £100k refurbishment, and £25k plant upgrade. Carry forward to enable upgrade to shower areas and the meeting room floor in 22/23.
RCP Front Footpath Improvements	15	15		(15)	C	Aim to procure this work at the same time as substantive development. This work will be rolled into the EV charging scheme. Carry forward required.
RCP Visitor Centre	285	344	149	(195)	C	Phase I Enabling/Civils work £90k complete. Phase 2 New Rangers Vehicle Store/Workshop installed on site total cost £21k. Phase 3 main building refurbishment retendered and requires budget increase; commencement on site planned for mid April. Wind turbines decommissioned. Spend/completion will run into 22/23. Expected completion in July 22.

External Door/Window Upgrades Various Sites	50	15	4	(11)	C	Walkers Yard window replacement £3k and Gamston £2k; £11k to be c/fwd to 22/23 to meet commitments.
Abbey Park Play Area Special Expense		75	69	(6)	S	Complete, underspend to offset overspend on Alford Road.
Alford Rd Play area Special Expense		75	83	8	O	Complete, underspend from Abbey Park to offset this overspend.
Covid Memorial Garden		20	26	6	O	Complete, overspend arises from agreed higher specification of marine grade stainless steel.
Capital Grant Funding		40	20	(20)	C & S	£35k committed of which £15k will need to be carried forward pending completion of the work. Saving of £5k.
RCP Vehicle Access Controls	15	15		(15)	C	Scope of works being finalised: tender preparation to follow alongside main works. Carry forward required.
Play Areas - Special Expense	50					Allocated to Abbey Park and Alford Road Play Areas.
Boundary Rd Cycle Track Special Expense		78	65	(13)	C	Complete. £3.9k for height restriction gate installation. Carry forward £13k for Adbolton Play Area 22/23.
RCP Skatepark		144	146	2	O	Works complete and ROSPA Safety report signed off. Minor overspend.
West Park Public Toilet Upgrade Special Expense						£20k has been deferred to 22/23.
West Park Julien Cahn Pavilion Special Expense	115					Scheme originally deferred to 22/23 but will now be undertaken in 23/24 and the provision re-profiled.

Skateboard Parks		112	72	(40)	C	£72k released for RCP Skatepark; £40k offered to Keyworth Parish Council. Works have commenced, and an extension granted for completion of works to early Sept 22. Carry forward required. To be released when KPC submit their final claim.
Warm Homes on Prescription	25	65	51	(14)	C	Carry forward to support DFG spending pressures in 22/23. This scheme will not take place in 22/23 as provision required for mandatory DFG expenditure.
	3,848	5,328	4,121	(1,207)		
FINANCE & CORPORATE SERVICES						
Information Systems Strategy	330	460	227	(233)	C & S	£133k carry forward required. £100k savings most significantly from Skype/Team Business Migration.
Streetwise Loan 21/22	150	150		(150)	C	To be carried forward into Contingency to support Streetwise insourcing.
	480	610	227	(383)		
CONTINGENCY						
Contingency	100	206		(206)	C	£100k original estimate; £150k brought forward from 20/21 total £250k. £22k allocation for U10 Moorbridge Security Works. £22k allocation to Vehicle Replacement programme for BARTEC units. Carry forward the balance to support the 22/23 Capital Programme.
	100	206		(206)		
TOTAL	28,158	27,222	16,276	(10,946)		

Special Expenses Outturn 2021/22

	2021/22 Original Budget	Outturn Actuals	Outturn Variance	Reasons for variance
	£	£	£	
<u>West Bridgford</u>				
Parks & Playing Fields	413,600	430,579	16,979	Overspend on Play Area Repairs
West Bridgford Town Centre	91,400	83,052	(8,348)	Reduced number of events due to covid restrictions.
Community Halls	56,900	105,584	48,684	Loss of income - Gamston Community Hall used as a covid vaccination centre £22,500 & other halls reduced usage & income due to covid restrictions
Annuity Charges	80,700	80,700	0	
RCCO	50,000	50,000	0	
Sinking Fund (The Hook)	20,000	20,000	0	
Government Income Loss reimbursement	0	(19,900)	(19,900)	Quarter 1 income loss claim
Total	712,600	750,015	37,415	
Keyworth				
Cemetery and Annuity Charges	9,200	10,235	1,035	GPR Survey St Mary Magdalene Church Yard
Total	9,200	10,235	1035	
Ruddington				
Cemetery & Annuity Charges	11,100	9,823	(1,277)	Responsive Works
Total	11,100	9,823	(1,277)	
TOTAL SPECIAL EXPENSES	732,900	770,073	37,173	

Carry Forwards and Reserve Commitments

Carry forward to 22/23	Revenue		Total
Planning Policy Local Plan work	39,000		39,000
Strategic Growth Board work priorities	122,000		122,000
Jubilee Grants to support Town and Parish Councils	16,000		16,000
To support planning costs for the introction of Bio-diversity Net Gain requirements	10,000		10,000
Cost of upgrade to the Council's income receipting system	11,000		11,000
Edwalton Golf Course Feasibility	20,000		20,000
Tour Of Britain Contribution	83,000		83,000
Streetwise in-house transfer	300,000		300,000
Streetwise uplift to meet salary pressures	20,000		20,000
Update of the Council's Website	80,000		80,000
Economic Development Feasibility Study	50,000		50,000
Neighbourhood Planning Grant - Ruddington	20,000		20,000
Year 1 of Conservation post (3 years planned)	39,000		39,000
Legal employee costs - vacancy cover	35,000		35,000
	845,000	0	845,000
Appropriation to Reserves	O/S Reserve	Specific	Total
Collection fund		3,179,000	3,179,000
Vehicle Replacement Reserve		1,000,000	1,000,000
Planning Operating		169,000	169,000
Rushcliffe Arena - Utilities	61,100		61,100
Potential reduction in value of diversified investment portfolio	200,000		200,000

Crematorium lost income from delay	135,000		135,000
Bingham Hub lost income from delay	32,000		32,000
Fuel & Utilites	120,000		120,000
Domestic Violence Grant (Ringfenced)	16,400		16,400
Pay inflation to meet potential increases beyond the budget assumption (2%)	250,000		250,000
	814,500	4,384,000	5,162,500
Total	1,659,500	4,348,000	6,007,500

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