

When telephoning, please ask for: Helen Tambini
Direct dial 0115 914 8320
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Our reference:
Your reference:
Date: Wednesday, 5 July 2023

To all Members of the Council

Dear Councillor

A Meeting of the Council will be held on Thursday, 13 July 2023 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

Moment of Reflection

1. Apologies for absence
2. Declarations of Interest
3. Minutes of the meeting held on 25 May 2023 (Pages 1 - 10)

To receive as a correct record the minutes of the Meeting of the Council held on Thursday, 25 May 2023.

4. Mayor's Announcements
5. Leader's Announcements
6. Chief Executive's Announcements
7. Citizens' Questions

To answer questions submitted by Citizens on the Council or its

Rushcliffe Borough
Council Customer
Service Centre

Fountain Court
Gordon Road
West Bridgford
Nottingham
NG2 5LN

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services.

8. Petitions
9. Business from the last Council meeting

Notices of Motion

To receive Notice of Motion submitted by Councillor Thomas under Standing Order No.12

Council recognises the importance of soil health in food production, combatting climate change, storing carbon, regulating water flow and quality, and as the basis for biodiversity. However, soil in Rushcliffe as elsewhere is under multiple threats* including the ever-expanding built environment, flooding, contamination, industrial farming methods, and climate change.

Council will:

- Seek to strengthen policies that protect soil in the next round of the Local Plan, (in line with current National Planning Policy) including measures to minimise impermeable surfaces in development Council will also call on the government to strengthen protection for soil in future planning policy and legislation.
- Review Rushcliffe's own operations with determination to further improve soil health on the Council's own land and land it manages in line with our Environmental Policy and planning policies and guidance.
- Where possible include soil health improvement as one of the criteria used to evaluate bids when distributing relevant external grants to Rushcliffe's businesses and community groups.
- Within resource constraints, e.g. using social media and Rushcliffe Reports, engage and educate residents to promote small scale improvements in soil health in residential gardens e.g. using organic and permaculture techniques. Council will include nitrogen fixing plants in future free plant schemes.

* See reference material

CPRE 2018, Back to the land: rethinking our approach to soil

https://www.cpre.org.uk/wp-content/uploads/2019/11/CPRE_FF3_Soil_26Nov_web.pdf

Environment Agency 2019, The state of the environment: soil

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/805926/State_of_the_environment_soil_report.pdf

Questions from Councillors

To answer a question submitted by Councillor Sue Mallender under Standing Order No.11(2)

In the spring, I received my "Rushcliffe Gardener" magazine and although there are some messages about climate change and the free tree scheme etc., I was disappointed to see suggestions to residents in the seasonal jobs section, which are not supportive of the Council's environmental policies, such as using weedkiller, artificial fertiliser, and frequent mowing, instead of no mow. Why were these suggestions allowed to be printed?

10. Ratcliffe on Soar Local Development Order (Pages 11 - 448)

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

11. Revisions to the Council's Constitution (Pages 449 - 478)

The report of the Monitoring Officer is attached.

12. LGA Debate Not Hate Campaign (Pages 479 - 482)

The report of the Monitoring Officer is attached.

13. Notices of Motion

To receive Notices of Motion submitted under Standing Order No.12

- a) Rushcliffe Borough Council acknowledges that Care experienced people face significant barriers that can impact them throughout their lives.

Despite the resilience of many care experienced people, society too often does not take their needs into account. Care experienced people often face discrimination and stigma across housing, health, education, relationships, employment and in the criminal justice system.

Care experienced people often face a postcode lottery of support. As corporate parents, councillors have a collective responsibility for providing the best possible care and safeguarding for the children who are looked after by us as an authority. All corporate parents should commit to acting as mentors, hearing the voices of looked after children and care experienced people and to consider their needs in any aspect of council work. Councillors should be champions of care experienced people and challenge the negative attitudes and prejudice that exists in all aspects of society.

The Public Sector Equality Duty requires public bodies, such as councils, to eliminate unlawful discrimination, harassment,

and victimisation of people with protected characteristics. Rushcliffe Borough Council acknowledges that Children entering the care system are often split from their siblings and placed outside their home Local Authority Area. That they don't choose to enter the care system, that they don't choose to be split up from their siblings and don't choose to be placed outside their local area.

The Council therefore resolves to:

- Re-affirm our responsibilities as a corporate parent to children and care experienced people
- Undertake a review of the impact of the Council's Care Leaver Offer and identify potential improvements/developments to improve the quality of life of Care Experienced People
- Agree to include people with care experience as a category within our Equalities Impact Assessment Process, and treat them as if they had a Protected Characteristic
- Include people with care experience in general engagement exercises and discussions on new policy so they have opportunities to shape and influence what we do
- Call on our partners to adopt the corporate parenting principles and to treat care experienced people as if they had a protected characteristic.

Councillor Gowland

- b) We propose that Rushcliffe Borough Council commits to implementing a comprehensive feasibility study into kerbside glass collection program for the residents of Rushcliffe Borough. This motion aims to promote environmental sustainability, reduce landfill waste, and encourage responsible waste management practices.

Rushcliffe Borough Council resolves to:

Evaluate the practical needs, expenses, and potential effects of introducing kerbside glass collection in Rushcliffe. This will be undertaken by a feasibility study overseen by the relevant Scrutiny group. The feasibility study has a target to present its findings to Cabinet by December 2023 for a decision to be made in time for the 2024/2025 budget.

The feasibility study in its entirety will be shared with the full council on being completed.

Councillor Chewings

14. Questions from Councillors

To answer questions submitted by Councillors under Standing Order No. 11(2)

Membership

Chair: Councillor D Mason

Vice-Chair: Councillor A Brown

Councillors: M Barney, J Billin, T Birch, R Bird, A Brennan, R Butler, S Calvert, J Chaplain, K Chewings, N Clarke, T Combellack, J Cottee, S Dellar, A Edyvean, S Ellis, G Fletcher, M Gaunt, E Georgiou, P Gowland, C Grocock, R Inglis, R Mallender, S Mallender, P Matthews, H Om, H Parekh, A Phillips, L Plant, D Polenta, N Regan, D Simms, D Soloman, C Thomas, R Upton, D Viridi, J Walker, R Walker, L Way, T Wells, G Wheeler, J Wheeler and G Williams

Meeting Room Guidance

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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 COUNCIL

THURSDAY, 25 MAY 2023

Held at 7.00 pm in the Council Chamber, Rushcliffe Arena, Rugby Road, West
Bridgford

PRESENT:

Councillors T Combellack (Chair), D Mason (Vice-Chair), M Barney, J Billin, T Birch, R Bird, A Brennan, A Brown, R Butler, J Chaplain, K Chewings, N Clarke, J Cottee, S Dellar, A Edyvean, S Ellis, M Gaunt, E Georgiou, P Gowland, C Grocock, R Inglis, R Mallender, S Mallender, P Matthews, H Om, H Parekh, L Plant, D Polenta, N Regan, D Simms, D Soloman, R Upton, D Viridi, J Walker, R Walker, T Wells, G Wheeler, J Wheeler and G Williams

OFFICERS IN ATTENDANCE:

L Ashmore	Director of Development and Economic Growth
D Banks	Director of Neighbourhoods
C Caven-Atack	Service Manager - Corporate Services
T Coop	Democratic Services Officer
G Dennis	Monitoring Officer
P Linfield	Director of Finance and Corporate Services
K Marriott	Chief Executive
E Richardson	Democratic Services Officer
H Tambini	Democratic Services Manager

APOLOGIES:

Councillors S Calvert, G Fletcher, A Phillips, C Thomas and L Way

1 Declarations of Interest

There were no declarations of interest made.

2 Minutes of the meeting held on 2 March 2023

The Minutes of the meeting held on Thursday, 2 March 2023 were approved as a correct record and signed by the Mayor.

3 Address of retiring Mayor

Councillor Combellack, Mayor of Rushcliffe for 2022/23, welcomed all new

Councillors to the Chamber for the first time and extended her commiserations to those Councillors that had not been successful in the recent election. She stated that this Council meeting ended an extraordinary and exciting year in which she had attended over 100 events and hopefully visited every ward in the Borough.

The year got off to an amazing start with an event in the city centre to welcome home the recently promoted Nottingham Forest football team, along with 40,000 rowdy football fans, tickertape, live music, and fireworks. This was swiftly followed by the Council's very own mini-Glastonbury, Proms in the Park, and the magnificent celebrations of the Queen's Platinum Jubilee. Councillor Combellack reported that September had seen the Tour of Britain cycle race in Nottinghamshire once again and after a spectacular start in West Bridgford, she raced up to Mansfield to view the end of the race. It was here, she said, that they learned of the very sad passing of Queen Elizabeth II. The ten days of official mourning that followed were truly humbling and the Mayor was honoured and overwhelmed to open the book of condolence at the Arena and lay flowers in Queen Elizabeth's memory in West Bridgford. By far the most momentous event of the week was being handed the Proclamation by the High Sheriff on the banks of the River Trent, which was then brought back to the Borough and read to residents on the Croquet Lawn in West Bridgford. Councillor Combellack was struck at the time by the historic relevance of the occasion where prior to the advent of social media, this might have been the first-time residents would have heard about the passing of the monarch.

Councillor Combellack reported that she had attended many village shows across the Borough, including the scarecrow festival in her own village of Hickling. She had also opened halls, shops, and sports clubs; switched on the Christmas lights; opened the fantastic Bingham Arena; and been present at the unveiling of a new military sculpture at RAF Newton.

The Rushcliffe Community Awards reinforced that this really was a great place to live, and she informed Council of the many amazing community volunteers she had met whilst raising money for her chosen charities. Councillor Combellack reminded Council that she had been supporting the Chairman of the County Council with his fund-raising efforts on behalf of Ukrainian families displaced into the Borough and had recently participated in a charity abseil down Kingsmill Aqueduct for which her Just Giving page was still open for further generous donations.

Councillor Combellack concluded her retiring address by thanking her Deputy, Councillor Mason, for her support during the year; her consort, Councillor Clarke, for his support at events taking photographs, making sure she arrived safely and on time, and for his handbag holding skills, whilst she presented awards! She also thanked the Reverend Canon Hipperley-Cox for his wise counsel and delivery of her civic service and carol service. Councillor Combellack thanked the Chief Executive for her support and for Emma in Democratic Services for all her hard work over the year, as well as Ed, Tiff, and Luke in the Media Team for promoting her events. Finally, she thanked her fellow Councillors for electing her Mayor of Rushcliffe, an experience she called an education and an honour.

Councillor Combellack gave her best wishes to the Deputy Mayor and her consort for the year ahead.

4 Vote of thanks to the retiring Mayor

Councillor Clarke proposed a vote of thanks to the retiring Mayor, Councillor Combellack, and noted that she had had a fantastic year as Mayor. He informed Council that many of the events the Mayor had presided over this year had been connected to the death of Queen Elizabeth II, the accession of Prince Charles and more recently the coronation of King Charles III. As such they were once in a life-time events for many people. Having attended many of the Mayor's events with her in his role as Consort, he was able to report that she had been an excellent ambassador for the Borough and the Council and thanked her for her commitment and service. Councillor Clarke presented the Mayor with a copy of her official portrait, a photograph album celebrating her year in office and some flowers.

Councillors J Walker and S Mallender also tendered their gratitude to the Mayor specifically mentioning the money that she had raised for two very important charities and her moments of reflection throughout the year, which had focused on the importance of communication in a neurodiverse world. Councillors Birch and Bird also offered their thanks to the outgoing Mayor.

5 Election of Mayor 2023/24

It was proposed by Councillor Edyvean that Councillor Mason be elected as Mayor of the Borough of Rushcliffe for the civic year 2023/24.

Councillor Edyvean stated that he was delighted to be able to propose Councillor Mason for the role of Mayor for this civic year. She had been a Councillor since 1999 and after three years finding her feet, she had joined the Council's first Cabinet, where she remained for 18 years. He noted that this was a record that was going to take some beating. Over her extensive time with the Council, Councillor Edyvean noted that Councillor Mason had at one stage, or another overseen pretty much everything except the budget. This alone made her an excellent candidate for Mayor. Councillor Edyvean also noted Councillor Mason's generous and giving nature that made her an excellent mentor for new Councillors. He had no doubt that she would make an excellent Mayor, attending many events over the year and raising funds for her chosen charity. He had great pleasure in proposing Councillor Mason as Mayor and the Borough's First Citizen for the coming municipal year.

In seconding the recommendation, Councillor Inglis endorsed everything that had already been said by Councillor Edyvean, also remembering how helpful Councillor Mason had been when he first joined the Council. He informed Council that having recently acquired one of Councillor Mason's parishes in the recent boundary review that he had heard first-hand how well respected she was within her community and how much hard work she put in every year to ensure her residents were well represented. He felt certain that she would bring the same level of energy and passion to this new role as Mayor of Rushcliffe.

It was **RESOLVED** that Councillor Mason be elected as Mayor of the Borough of Rushcliffe for the civic year 2023/24.

Councillor Mason then read and signed the declaration of acceptance of office and after thanking her proposer, seconder, and fellow Councillors, took the Chair and was invested with the Chain of Office.

The Mayor thanked her proposer and seconder for their kind words and Councillors for entrusting her with this position. She announced her charity for the coming year as Riding for the Disabled and highlighted to Council how important the charity was in helping both children and adults with physical and mental disabilities to gain pleasure from life.

The Mayor also drew Council's attention to her nominated Cadet from 2425 Squadron of the Air Cadets based at Tollerton Airport and suggested that perhaps her Cadet would undertake the Mayoral Abseil on her behalf.

The Mayor concluded by recognising the tremendous efforts of her predecessor and hoped that she could at least contribute the same to the Borough during her year in office.

6 Election of Deputy Mayor 2023/24

It was proposed by Councillor R Walker, that Councillor Brown be elected as Deputy Mayor of the Borough of Rushcliffe for the civic year 2023/24.

Councillor Walker first congratulated the Mayor on her appointment and pledged his support for her chosen charity with which his family had a long-standing affinity. He informed Council that he was very pleased to nominate Councillor Brown for the position of Deputy Mayor for the coming municipal year. He warned Council that as Councillor Brown held a private pilot's license his nomination speech would be peppered with aviation puns. He went on to add that as well as being a very experienced Councillor having 'earnt his wings' representing the Sutton Bonington ward until 2019, spending eight years on the Corporate Governance Group and representing the Council on the East Midlands Airport Independent Consultative Committee, Councillor Brown was also a County Councillor from 2013 to 2021 and had served on a broad range of committees including representing the County Council on the Combined Fire Authority. In addition, Councillor Brown drove the community bus, was a boatman at Normanton on Soar and had contributed his time in his role as a school governor. He had been a resident of the Borough for 35 years and Councillor Walker informed Council that he felt Councillor Brown had all the skills and attributes to 'land' this job.

Councillor Barney added his congratulations to Councillor Mason in her new role as Mayor and recognised the hard work of Councillor Combellack in the role over the past year. In seconding the recommendation, Councillor Barney stated that Councillor Brown was entirely responsible for him becoming a Borough and County Councillor. He recollected that they had first met when Councillor Brown was previously a Councillor over a local issue regarding infrastructure support for new developments in his ward. Councillor Barney

was pleased to inform Council that due in part to the persistence of Councillor Brown a brand-new primary school was shortly to open in the area. Councillor Brown had also been involved in a campaign for a rural on-demand bus service, which would shortly be launched. Councillor Barney informed Council that he and Councillor Brown had also connected on several personal levels including being his co-pilot on a flight out of East Midlands Airport on Bonfire Night, which had been a very interesting experience.

It was **RESOLVED** that Councillor Brown be elected as Deputy Mayor of the Borough of Rushcliffe for the civic year 2023/24.

Councillor Brown congratulated the Mayor on her appointment, thanked Councillors for their vote of confidence, and stated that he would be having words with his nominees later. He was then invested with the Chain of Office by the Mayor.

7 Appointment of the Leader of the Council 2023-2027

It was proposed by Councillor Brennan and seconded by Councillor Viridi that Councillor Clarke be appointed to the office of Leader of the Council for the period 2023 – 2027.

It was **RESOLVED** that Councillor Clarke be appointed as Leader of the Council for 2023 – 2027.

8 Leader's Announcements

The Leader of the Council congratulated the Mayor on her election and wished her well for the forthcoming year. He thanked the Council for electing him Leader and hoped that he could continue to contribute towards Rushcliffe's Great Place, Great Lifestyle, Great Sport vision and support the Borough to prosper considering the challenges ahead.

The Leader welcomed the twenty new Borough Councillors elected at the beginning of the month and thanked a number of outgoing Councillors present in the Chamber for their service to the Borough and its residents. He particularly mentioned Simon Robinson who stepped down at the election from being Leader of the Council and recognised the outstanding contribution Simon had made to the Borough whilst leading the Council. The Leader informed Council that Simon had contributed in his final weeks to the Council being shortlisted for the Municipal Journal Local Authority of the Year award, the only district council on the shortlist.

Finally, the Leader reported that his Cabinet would be as set out below:

Councillor Neil Clarke – Leader and Portfolio Holder for Strategic and Borough-wide Leadership

Councillor Abby Brennan – Deputy Leader and Portfolio Holder for Business and Growth

Councillor Jonathan Wheeler – Portfolio Holder for Transformation, Leisure,

and Wellbeing

Councillor Davinder Virdi – Portfolio Holder for Finance

Councillor Rob Inglis – Portfolio Holder for Environment and Safety

Councillor Roger Upton – Portfolio Holder for Planning and Housing.

9 **Chief Executive's Announcements**

The Chief Executive had no announcements to make.

10 **Appointment of Committees and Member Groups 2023/24**

The Leader and Portfolio Holder for Strategic and Borough-wide Leadership, Councillor Clarke presented the report of the Director – Finance and Corporate Services, outlining the nominations for the appointment of committees and member groups for 2023/24.

It was proposed by Councillor Clarke and seconded by Councillor Brennan and **RESOLVED** that the nominations to committees and member groups for 2023/24 be approved as follows:

A. Scrutiny Committees

Corporate Overview Group

Councillors Combellack (Chair), Edyvean, Gowland, Plant, R Walker, Way, Williams

Governance Scrutiny Group

Councillors Edyvean (Chair), Gowland (Vice Chair), Birch, Calvert, Om, Regan, Simms, Thomas, G Wheeler

Growth and Development Scrutiny Group

Councillors R Walker (Chair), Way (Vice Chair), Butler, Chewings, Cottee, Dellar, Grocock, Matthews, Soloman

Communities Scrutiny Group

Councillor Williams (Chair), Plant (Vice Chair), Barney, Billin, Ellis, Fletcher, R Mallender, Parekh, Phillips

B. Regulatory Committees

Licensing Committee

Councillors Matthews (Chair), Billin, Brown, Chaplain, Chewings, Fletcher, Grocock, R Mallender, Om, Parekh, Regan, Simms, Soloman, G Wheeler, Williams

Planning Committee

Councillors Butler (Chair), Wells (Vice Chair), Brown, Calvert, Chaplain, Edyvean, Georgiou, S Mallender, Parekh, Thomas, R Walker

Employment Appeals Committee

Councillors Clarke (Chair), Bird, Brennan, J Walker, J Wheeler

Interviewing Committee

Councillors Clarke (Chair), Brennan, Dellar, Polenta, J Wheeler

Standards Committee

Councillors Simms (Chair), Bird, Birch, Matthews, Plant, Phillips
A Wood (Parish Members) and K White (Independent Member)

C. Member Groups

Local Development Framework Group

Councillors Upton (Chair), Butler (Vice Chair), Calvert, Chewings, Ellis,
Georgiou, Gowland, S Mallender, Plant, Simms, Soloman, Thomas, R
Walker, Wells, G Wheeler

Member Development Group

Councillors Soloman (Chair), Barney, Birch, Combellack, Gaunt, R Mallender,
Phillips, Polenta, Williams

Rushcliffe Strategic Growth Board

Councillors Clarke (Chair), Bird, Brennan, Grocock, Upton, Viridi, J Walker,
Way, J Wheeler

Civic Hospitality Panel

Councillor Mason (Chair), Brennan, Brown, Clarke, Fletcher, Georgiou

West Bridgford Special Expenses and Community Infrastructure Levy Advisory Group

Councillor Viridi (Chair), Chaplain, Dellar, R Mallender, Matthews, Phillips,
Polenta, G Wheeler, J Wheeler

11 Approval of Timetable of Meetings 2023/24

The Leader and Portfolio Holder for Strategic and Borough-wide Leadership, Councillor Clarke presented the report of the Director – Finance and Corporate Services, setting out the timetable of meetings for the municipal year 2023/24. He also tabled an amendment to the dates in respect of the Corporate Overview Group on 6 June 2023, which would now be on 14 June 2023.

It was proposed by Councillor Clarke and seconded by Councillor Brennan and **RESOLVED** that the timetable of meetings for the municipal year 2023/24, as attached at the Appendix to the officer's report, be approved.

12 Appointment of Representatives to Outside Bodies 2023/24

The Leader and Portfolio Holder for Strategic and Borough-wide Leadership, Councillor Clarke presented the report of the Director – Finance and Corporate Services setting out the appointments to Outside Bodies for the municipal year 2023/24.

Councillor Clarke noted that there were three contested positions and moved that Council accept the nominations of the uncontested positions as one vote before moving on to consider the three contested positions.

Following the voting, it was **RESOLVED** that the appointments to Outside Bodies for the municipal year 2023/24 be as follows:

City of Nottingham and Nottinghamshire Economic Prosperity Committee

Leader / Deputy Leader (Substitute)

East Midlands Councils (including other representative roles within this appointment)

Leader / Deputy Leader (Substitute)

Greater Nottingham Joint Planning Advisory Board

Appropriate Cabinet Member

Local Government Association – General Assembly (including other representative roles within this appointment)

Leader / Deputy Leader (Substitute)

Health and Well Being Board

Appropriate Cabinet Member

D2N2 Joint Leaders Board

Leader / Deputy Leader (Substitute)

Nottinghamshire Joint Leaders Board

Leader / Deputy Leader (Substitute)

Nottinghamshire Police and Crime Panel

Appropriate Cabinet Member

Development Corporation Board

Leader / Deputy Leader (Substitute)

Nottinghamshire Waste Management Board

Appropriate Cabinet Member

Freeport Board

Leader

Deputy Leader (Alternate Board Member)

Local Area Forum – West Bridgford

Councillors Chaplain (Abbey ward), Philips (Compton Acres ward), Parekh (Edwalton ward), J Wheeler (Gamston ward), R Mallender (Lady Bay ward), Matthews (Lutterell Ward), Polenta (Musters ward) and Plant (Trent Bridge ward)

Trent Valley Internal Drainage Board

Councillors Billin, Combellack, Fletcher, Wells

Nottinghamshire East Midlands Airport Independent Consultative Committee

Councillor Brown

Rural Community Action for Nottinghamshire

Councillor Inglis

Friends of Rushcliffe Country Park

Councillor Wells

The meeting closed at 8.04 pm.

CHAIR

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Council

Thursday, 13 July 2023

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 purpose of this report is to seek approval of the Council to adopt the Local Development Order (LDO) for the Ratcliffe on Soar Power Station site. The intention of the LDO is to provide a simplified planning process for subsequent detailed development proposals on the site, the majority of which is a designated Freeport. The LDO would grant planning permission for the site's redevelopment, subject to the conditions applied to the Order and the other provisions contained within it.
- 1.2. The draft LDO was approved by Cabinet on 12 July 2022. In accordance with East Midlands Freeport and East Midlands Development Company 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.
- 1.3. The draft LDO was the subject of consultation between 21 July and 5 September 2022. Following consideration of the consultation comments received, a number of revisions to the draft LDO were published on 15 December 2022 and then consulted on until 19 January 2023. Following consideration of the further consultation comments received, a number of further revisions have been incorporated within the final draft LDO.

2. Recommendation

It is RECOMMENDED that Council:

- a) notes the consultation representations received on the draft Local Development Order;
- b) notes the environmental information and the conclusions reached on the significant effects of the proposed development on the environment as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended);
- c) endorses the Ratcliffe on Soar Local Development Order Documents and Supporting Documents; and

- d) adopts the Ratcliffe on Soar Local Development Order in accordance with Schedule 4A(3) of the Town and Country Planning Act 1990 (as amended).

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 LDO should be taken by Full Council.
- 3.2. It is considered that the development proposals set out within the LDO for the Ratcliffe on Soar Power Station site are justified and the LDO is in a suitable position to be adopted.

4. Supporting Information

Background and LDO process

- 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 (Uniper) in preparing a draft of the LDO. The LDO would grant planning permission for the site's development in accordance with the conditions applied to the Order and the other provisions contained within it. In accordance with East Midlands Freeport and East Midlands Development Company 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 majority of the Ratcliffe on Soar site is designated as part of the East Midlands Freeport – a national government initiative and a key component of the UK government's "Levelling Up" agenda. The 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. The Freeport came into operation on 30 March 2023.
- 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. Since November 2021, work has been ongoing to prepare a final draft LDO. This included non-statutory public consultation on initial proposals for the site, which was undertaken between 29 November 2021 and 10 January 2022, and then preparation of a draft LDO during the first half of 2022. The draft LDO was approved by Cabinet on 12 July 2022, and it was then the subject of consultation between 21 July and 5 September 2022. Following consideration of the consultation comments received, a number of revisions to the draft LDO were published on 15 December and then consulted on until 19 January 2023. Finally, following consideration of the comments received in response to this consultation, a number of further revisions have been incorporated into the final draft LDO.
- 4.5. The LDO preparation process has, on a number of occasions, involved consideration by the cross party Local Development Framework (LDF) Group of the proposals for the site and the various draft LDO documents and recommendations made have been incorporated within the draft LDO. The LDF Group most recently considered the final draft LDO documents at a meeting on 20 June 2023, at which, the majority of the Group supported the final revisions to the LDO and recommended that the Council should adopt the LDO.

LDO objectives and vision

- 4.6. The defined objectives of the LDO are:
- 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;
 - 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, which will be considered on a case by case basis;
 - To support transition of employment and generate an estimated 7,000 to 8,000 highly skilled and high-value jobs based around advanced manufacturing and energy uses;
 - To provide planning certainty for the site, which will support the regional and national transition to a low-carbon future; and
 - 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 Borough.
- 4.7. The vision of the LDO for the site is, in summary, to be a catalyst for growth in the Borough and region for inward investment to enable the site of strategic importance to become a centre for low-carbon energy generation and storage uses that are efficient in their use of energy. To provide facilities for advanced manufacturing, including technologies needed to transition to net zero, and that provide research and/or training facilities for innovation of technologies needed to transition to net zero.

- 4.8. The LDO protects against speculative planning applications coming forward that are not aligned with this vision as set out.

Components of the LDO

- 4.9. The documents that form and support the LDO are summarised in Table 1 below. A full list of all the LDO Documents and LDO Supporting Documents is at Appendix A of the LDO and Statement of Reasons document (which is at Appendix 1 to this report).

Table 1: LDO Document and Supporting Documents

Document/plan	Summary of purpose	Location of document
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.	Appendix 1 to this report
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.	Parameter plans – Appendix 2 to this report Design Guide – Appendix 3 to this report
Illustrative Masterplan and other illustrative plans	The plans show a potential development scenario which complies with the parameters, and illustratively identifies development quantum and site phasing.	Appendix 4 to this report
Other 'existing plans'	Supporting plans showing details including the boundary of the Freeport and site topography	Appendix 5 to this report
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	Background documents

Document/plan	Summary of purpose	Location of document
	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.	
<p>Transport Assessment (TA)</p> <p>Site Wide Travel Plan Framework (SWTPF)</p>	<p>The TA reports on the transport impacts of the proposed development and identifies potential mitigation measures.</p> <p>The SWTPF identifies site-wide measures that will be implemented to promote sustainable travel for the proposals.</p>	<p>Background documents</p> <p>Appendix 6</p>
<p>Technical Reports (Flood Risk Assessment, Surface Water Drainage Strategy; Utilities Strategy Report; Energy Strategy; and Arboriculture Survey)</p>	<p>The technical reports cover flood risk matters, a review of existing drainage infrastructure and surface water management, an assessment of existing utilities supplies, how development can satisfy sustainability and low-carbon related, and an impact assessment on the existing tree stock and outline mitigation measures.</p>	<p>Background documents</p>
<p>Statement of Community Involvement (SCI) and SCI addendums</p>	<p>The report on the consultations undertaken related to preparation of the LDO involving the general public and stakeholders and the Council's responses to the various points raised by the consultees.</p>	<p>SCI – Appendix 7 to this report</p> <p>SCI First Addendum – Appendix 8 to this report</p> <p>SCI Second Addendum – Appendix 10 to this report</p>

4.10. While the LDO is intended to permit particular types of development without requiring a full planning application process, all development proposals will be

judged against their compliance with the LDO documents before determining whether the LDO applies and if development is permitted under this process. Clearly then the documents of the LDO, whilst needing to deliver on the incentive to occupiers to provide a flexible planning process, also need to provide an important control against any inappropriate or unacceptable development.

LDO and description of the proposed development

- 4.11. The final draft LDO and Statement of Reasons document is at Appendix 1. This version incorporates revisions arising, firstly, from the July 2022 to September 2022 consultation (which were published on 15 December 2022 and then consulted on until 19 January 2023) and, secondly, a number of further revisions proposed in order to address matters arising from the second consultation. It should be noted that, in certain cases, some of these more recent revisions supersede those published previously on 15 December 2022.
- 4.12. The document is split into 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 mitigation 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. The second part of the document (chapters 5, 6 and 7) sets out the context for the LDO and the reasons and justification for establishing the LDO, including to support delivery of the East Midlands Freepport.
- 4.13. 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 LDO and Statement of Reasons), with the site comprising approximately 265 hectares of land extending north (155 hectares) and south (110 hectares) of the A453.
- 4.14. At section 2.2, there is a description of the proposed development. The LDO would grant planning permission for:

“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 (on land unsuitable for development).

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.”

LDO Parameters and Design Guide

4.15. Section 2.3 then explains that the proposed development is defined by the above description, the LDO Parameter Plans (Appendix 2 to this report) and the Design Guide (Appendix 3 to this report), which together set out the acceptable location and distribution of development across the site. The following parameter 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: 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;
 - Site Sections; and
 - Potential Gypsum Resource Area.
- 4.16. The Design Guide is intended to inform and support the process of preparing an Application for a Certificate of Compliance under the LDO (the process for which is set out at Section 4 of the LDO and Statement of Reasons). It sets out broad Design Principles that would be applied by the Council when assessing compliance applications and would 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 place making, ensure that the development is an attractive place to work, and responds positively to its surrounding landscape and nearby communities.
- 4.17. 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.
- 4.18. The first of the two illustrative masterplans is 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 (see Appendix 4 to this report). Also available 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 (see Appendix 5 to this report).

Development permitted by the LDO

- 4.19. Section 2.4 of the LDO and Statement of Reasons document sets out that the provisions of the LDO would remain in force for 25 years, subject to the powers that both the Secretary of State and the Council have to be able to revoke or modify the LDO at any point.
- 4.20. It is identified within Table 1 at section 2.4 which specific uses would be permitted by the LDO, limitations on those uses (including permitted future changes) and indicative uses. These uses are subject to the Permitted Uses Parameter Plan and Design Principle LU 3 in the Design Guide, which set out where specified uses can be located across the site. Certain uses are restricted to particular areas of the site; for example, logistics development is not allowed on the site's southern area.
- 4.21. Section 2.4 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 on the northern area of the site should meet at least one of seven defined characteristics and development on the southern area meets either the first or second of these characteristics. The characteristics are defined in Table 2 below.

Table 2: Characteristics of acceptable uses

Characteristics of acceptable uses
1. Advanced manufacturing producing technology or using technology to deliver the net-zero transition
2. Produce, store and manage low-carbon and green energy
3. Provide high-quality employment, well paid, highly skilled jobs
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
7. Provide complementary services primarily to support the occupiers of the Site

LDO conditions and mitigation requirements

- 4.22. At section 3.1, there are a number of planning conditions which are intended to ensure that development permitted by the LDO is acceptable in planning and procedural terms. The first condition includes the requirement for the Council to review the LDO progress on its third anniversary 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.
- 4.23. 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 is acceptable in planning terms, 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.
- 4.24. 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).

- 4.25. 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 a minimum of 10% BNG. Section 3.3 sets out details of how much BNG is required to achieve this minimum 10% target and the broad approach as to how BNG will be delivered through on-site and, potentially, off-site provision.
- 4.26. 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. 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 relevant local authority or via the East Midlands Freeport or the East Midlands Development Company using public monies allocated to bring forward development or infrastructure (for example, Freeport seed capital funding and/or retained business 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. A Transport and Biodiversity Mitigation Strategy has to be prepared and then kept updated which would set out proposals for how and when the relevant mitigation measures will be delivered. The LDO enables developers to offer, where appropriate, a Section 106 planning obligation or undertaking with an application for a Certificate of Compliance as a mechanism to secure the delivery of off-site mitigation that the developer proposes to provide. Potential items covered by a Section 106 include transport infrastructure (including footpaths, bridleways, cycleways, and roads).
- 4.27. Section 3.5 identifies the provisions that are included within the LDO to allow time for those with a commercial interest to establish whether the gypsum can be extracted on an economically viable basis and, if so, to submit an appropriate planning application for such extraction. If the planning application is approved by Nottinghamshire County Council as the Minerals Planning Authority, then further time is allowed to cover a period of extraction. These provisions would apply to the area defined by the ‘Potential Gypsum Resource Area’ Parameter Plan (see Appendix 2).

Procedure for preparing and determining detailed proposals

- 4.28. There are, at sections 4.1 to 4.4 of the LDO and Statements of Reasons document, 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. Appendix B of the LDO and Statement of Reasons document, which 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.

- 4.29. 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. The details of this process and the relevant proposed changes to the constitution are the subject of a separate meeting agenda item.

The context and reasons for the LDO

- 4.30. The second part of the final draft document (chapters 5, 6 and 7) sets out the context for the LDO, including the legislative context and summary of the statutory consultation undertaken, and the reasons for establishing the LDO, including to support delivery of the East Midlands Freeport. At section 7.4 of the LDO and Statement of Reasons, the planning context for the proposed development is outlined in full.

Green Belt and very special circumstances for development

- 4.31. 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' needs to be demonstrated is explained at section 7.5 under the sub-section titled 'Green Belt Policy Overview'. There then follows 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

Environmental Impact Assessment (EIA)

- 4.32. At section 7.6 is a summary of the outcomes of the Environmental Impact Assessment (EIA), that has been undertaken in order to assess the likely effects of the proposed development and to identify the mitigation measures required to make the development acceptable. The Environmental Statement (ES) (plus its addendum and the further EIA information submitted in respect of demolition of the power station) describe 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 design process and EIA have been undertaken in part to avoid or reduce potential negative environmental effects and to also identify and promote positive effects.

- 4.33. The Town and Country Planning (EIA) Regulations 2017 (as amended) require that when determining an LDO for which an ES has been submitted there must be: an examination of the environmental information; a reasoned conclusion on the significant effects of the proposed development on the environment; integration of that conclusion into the decision to grant planning permission; and in granting planning permission consider whether it is appropriate to impose monitoring measures. These requirements are dealt with by the LDO and Statement of Reasons (Appendix 1 to this report) and this report.
- 4.34. The ES reports that the proposed development would have some significant environmental effects, both beneficial and adverse. Where adverse effects are identified a number of mitigation measures are identified to avoid or reduce those effects. The relevant mitigation and monitoring requirements arising from the information set out in the ES are, principally, listed within Appendix C of the LDO and Statement of Reasons and also, in certain cases, are incorporated within the LDO's conditions (section 3 of the document). The identified mitigation and monitoring measures are deemed appropriate and necessary for the development and would, following adoption of the LDO, be required alongside the delivery of relevant LDO compliant development proposals.
- 4.35. Overall, the proposed development would bring significant measurable economic, social, and environmental public benefits that accord with the overarching objectives for sustainable development set out in the National Planning Policy Framework. The balance of these benefits is considered to weigh in favour of adopting the LDO, outweighing any residual harm that the proposed development would cause.

Transport Assessment

- 4.36. At section 7.7 of the LDO and Statement of Reasons, there is a summary of the outcomes of the Transport Assessment (TA) that has been prepared to support LDO preparation, reporting on the transport impacts of the proposed development and considering appropriate mitigation measures. The TA identifies the general approach to the mitigation of 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. The LDO and Statement of Reasons sets out those measures considered appropriate to mitigate for the transport impacts of the development, as identified in the TA and in response to consultation feedback (including since the TA was prepared), which includes the requirement to identify and implement a package of highway mitigation measures that are agreed with National Highways and the relevant local highway authorities. The TA and ES have not identified any issues relating to transport that mean it would be unacceptable in planning terms to adopt the LDO. The methodology and outcomes of the TA have been agreed by National Highways and the Local Highway Authority.

Other technical matters

- 4.37. The various other technical studies and assessments, which have been prepared to support the LDO are available as background documents (see below 'Background papers available for Inspection' for further details). 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 satisfactorily 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 sustainability and low-carbon related 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.

Consultation and revisions to the LDO

- 4.38. It is a requirement that draft LDOs are the subject of statutory consultation by the Local Planning Authority. Consultation on the draft LDO and supporting documents took place between 21 July 2022 and 5 September 2022 and around 110 responses were received from statutory bodies, other organisations, and members of the public. The SCI Addendum (Appendix 8 to this report) provides a summary of the consultation comments received. The document at Appendix 9 also provides a summary of the main issues raised by consultees in response to this consultation, which can be grouped into the following key themes:

- Ecology and Biodiversity;
- Green Belt;
- The Southern Area;
- Building Heights and Visual Impact;
- Strategic Road Network and Public Transport;
- Local Roads;
- HS2;
- Connectivity and Public Rights of Way;
- Site Uses and Alternative Uses;
- EMERGE Centre;
- Extending Power Generation and Energy Security;
- Minerals – Fly Ash; and
- Decision Making Process for Certificate of Compliance Applications.

- 4.39. Following consideration of the consultation comments received, a number of revisions to the draft LDO were published on 15 December 2022 and then consulted on until 19 January 2023. The SCI Addendum (Appendix 8) provides a proposed response to the various matters raised by consultees, including identifying where revisions to the LDO are proposed as a consequence. Additionally, the document at Appendix 9 summarises and provides justification

for the proposed revisions that were published in December 2022. In summary, the main revisions made at that stage include:

- LDO condition 6 was changed to limit the quantum of development which can come forward before highway mitigation is implemented and to support securing a holistic transport solution which can serve the needs of the development and of all known or committed development at that time, including HS2 (change to LDO and Statement of Reasons);
- LDO Condition 10 was revised to add a requirement for a Public Transport Strategy to be submitted for approval (change to LDO and Statement of Reasons);
- To require development to not compromise the integrity of the highway (change to LDO and Statement of Reasons);
- To more explicitly require development to be integrated with public transport services (change to Design Guide);
- To require a contribution to a traffic management study for local roads around Ratcliffe-on-Soar, East and West Leake and Kingston-on-Soar (including Kegworth Road, Gotham Road and West Leake Lane) and implementation of proposed recommendations (change to LDO and Statement of Reasons);
- To explicitly require a contribution to cycle and footway improvements for cycle and footway routes accessing the site and East Midlands Parkway station (change to LDO and Statement of Reasons);
- To emphasise that the entrance space from East Midlands Parkway station should be designed to be welcoming for pedestrians and cyclists, and routes between the station and the development should be clear and legible (change to Design Guide);
- The required characteristics of development on the site's southern area (south of the A453) were restricted to specifically only allow low carbon energy production and storage or manufacturing uses delivering the net zero transition (changes to Design Guide and Permitted Uses Parameter Plan);
- To establish a general height limit of 30 metres across the development plot on the southern area but with allowance for buildings across a maximum of 20% of this area to extend up to 40 metres in height if shown to be operationally necessary (changes to Building Heights Parameter Plan and Design Guide);
- To maximise the potential to include green roofs, or solar PV (change to Design Guide);
- To more clearly set out the hierarchy for delivery of Biodiversity Net Gain, with provision on or near the site as a first option (changes to LDO and Statement of Reasons);
- To emphasise that the development in plots E and J should comprise a campus style development with enhanced public realm and additional east-west routes and public realm in these plots (changes to Design Guide and Access and Circulation Parameters Plan); and
- Addition of a condition to require submission of a fly-ash strategy in order to demonstrate that any development is undertaken in a way that utilises as much of this resource as is reasonably practicable and viable, in the best and most sustainable manner (change to LDO and Statement of Reasons).

4.40. These various revisions were consulted on between 15 December 2022 and 19 January 2023 and around 80 responses were received from statutory bodies, other organisations, and members of the public. The SCI Second Addendum (Appendix 10) provides a summary of the consultation comments received. The main issues raised by consultees which related specifically to the proposed revisions, or which were entirely new issues, that had not been raised previously by consultees, concerned the following topic areas:

- Transport and highways;
- Building heights;
- Gypsum reserves;
- Biodiversity Net Gain; and
- Site Security.

4.41. Following consideration of the consultation comments received, a number of further revisions have been included within the final draft LDO. The SCI Second Addendum (Appendix 10) provides a response to the various matters raised by consultees, including to identify and justify where further revisions to the LDO are proposed as a consequence. It should be noted that some of these later revisions supersede some of those published earlier in December 2022 – for example, the revisions to LDO condition 6. In summary, the main revisions made at this later stage include:

- Revisions to LDO condition 6 to limit the quantum of development which can come forward before highway mitigation is implemented and to support the delivery of a holistic transport solution which can serve the needs of the development and of all known or committed development at that time, including HS2 (change to LDO and Statement of Reasons);
- Condition 7 has been revised to ensure that a Construction Traffic Management Plan is included as part of any Code of Construction Practice (CoCP). A CoCP is required to control and mitigate impacts from construction and the revision clarifies the relationship between this condition and condition 6 (change to LDO and Statement of Reasons);
- Revisions to condition 10 to rename the “Public Transport Strategy” as the “Sustainable Transport Strategy” and to expand its remit to include “walking, wheeling and cycling infrastructure” (change to LDO and Statement of Reasons);
- To add a new condition to reinforce the requirement for a safeguarding report for the public highway (LDO and Statement of Reasons);
- To add more specific details in the Site Wide Travel Plan Framework (Appendix 6 to this report);
- To add a new condition and a ‘Potential Gypsum Resource Area Parameter Plan’ to allow for investigation into the economic viability of extracting gypsum within the area specified and to ensure that any reserves that can be extracted economically within a reasonable timeframe are able to be extracted in such a way as to not prejudice delivery of the LDO (LDO and Statement of Reasons and new Potential Gypsum Resource Area Parameter Plan); and

- To make explicit the requirement to take account of the recommendations of the Nottingham Police Counter Terrorist Security Advisors in respect of Certificate of Compliance applications (Design Guide).
- 4.42. The drafting of both the highway and transport related revisions and the revision concerning gypsum resources were the subject of further engagement with relevant technical consultees (including National Highways, the local highway authorities, and Nottinghamshire County Council) which followed after the end of the consultation period. Appended to the SCI Second Addendum (Appendix 10 of this report) are two technical notes and further comments from National Highways which help to explain and justify the highway and transport revisions. The SCI Second Addendum also addresses residual objections by consultees on highway and transport grounds. In summary, it is considered that the LDO's conditions as now drafted, and agreed by National Highways, would prevent unacceptable road safety impacts or severe impacts on the operation of the highway.

Conclusions and adoption of the LDO

- 4.43. Uniper has actively and proactively worked with the Council to bring forward a vision to meet the levelling up agenda for the East Midlands, to kickstart inward investment in the Borough and to support the green economy and local skilled jobs. The LDO enables the Freeport to meet its objectives, one of which is retention of business rates to reinvest locally into infrastructure and the road network improvements. Without the LDO, these objectives will be put at risk, particularly the likelihood of meeting the timescales expected for Freeport delivery. In addition, without the LDO in place, the Borough Council would be open to receiving speculative planning applications that could be difficult to resist.
- 4.44. It is on the basis of those reasons set out in Part 2 of the LDO and Statement of Reasons (Appendix 1) 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 it has been demonstrated that the likely effects of development will be acceptable, subject to the conditions and required mitigation measures set out within the LDO. The technical work underpinning preparation of the LDO, including the Environmental Impact Assessment and Transport Assessment, supports the conclusion that it would be acceptable in planning terms to adopt the LDO.
- 4.45. The proposed development would bring significant economic, social, and environmental public benefits that accord with the overarching objectives for sustainable development set out in the National Planning Policy Framework. The balance of these benefits is considered to weigh in favour of adopting the LDO, outweighing any residual environmental or other harm that the proposed development would likely cause. It has been demonstrated that the considerable benefits of the proposed development 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, to the extent that 'very special circumstances' have been demonstrated to exist in support of development.

- 4.46. Since its approval by Cabinet on 12 July 2022, the draft LDO has been the subject of two rounds of public consultation. All consultation comments received have been duly considered and, in light of them, suitable revisions have been included within the final draft LDO where it has been judged that these revisions are justified on planning grounds. A summary of the consultation comments received and responses to the various issues raised are set out in Appendices 7, 8, 9 and 10. This includes those points made by consultees which are not accepted, and justification is provided as to why not. In those cases where objections to the LDO and its proposals for development on the Ratcliffe on Soar site remain, it is considered that there are no planning objections that would outweigh the positive benefits arising from the development.
- 4.47. The preparation of the LDO has been the subject of scrutiny by planning officers within the Council's Development Management (Planning and Growth) team, who have not been directly involved in drafting the LDO. A report has been prepared which details the conclusions reached as part of this scrutiny process (which is at Appendix 11). In summary, the conclusion of this scrutiny process is that in the making of the LDO relevant legislation and guidance has been complied with, and the assessment of the planning matters as part of the consideration of the LDO have been appropriately assessed and shown to be acceptable.
- 4.48. Overall, therefore, it is considered that the draft LDO is in a position where it is suitable for adoption.

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 Power Station site and not prepare an LDO. However, 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 or prevent the submission of speculative applications, such as for logistics development. 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 to facilitate the delivery of development in accordance with Freeport objectives should help to mitigate this risk.
- 6.2. Not approving the LDO could limit the Borough Council's ability to take a leading role in the planned and comprehensive development of the site and weaken the

prospect for uses that support the green economy, technology and innovation in the green economy and skilled jobs.

7. Implications

7.1. Financial Implications

7.1.1. There have been financial costs associated with the work required to prepare the LDO. 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 required to support the various stages of preparation, which is currently contained within existing resources. The Council has however, secured a payment from Uniper for it to cover reasonable financial costs, which largely offsets the loss of the planning application fee.

7.1.2. 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.

7.1.3. Delays adopting the LDO will impact on businesses located within the Freeport zone realising the full benefits of five years' business rates relief if not billed by September 2026.

7.2 Legal Implications

Local Planning Authorities (LPAs) 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. Where an LDO proposes development for which an Environmental Impact Assessment (EIA) is applicable, the Town and Country Planning (EIA) Regulations 2017 (as amended) apply, most specifically Regulation 32.

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	The adoption of an LDO will streamline the decision making process through the approval of Certificates of Compliance that comply with the LDO, rather than individual planning applications.
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	<p>The 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. 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.</p> <p>The LDO includes a requirement that development achieves a minimum 10% biodiversity net-gain.</p>

9. Recommendation

It is RECOMMENDED that Council:

- a) notes the consultation representations received on the draft Local Development Order;
- b) notes the environmental information and the conclusions reached on the significant effects of the proposed development on the environment as required by Regulation 26(1) of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended);
- c) endorses the Ratcliffe on Soar Local Development Order Documents and Supporting Documents; and

- d) adopts the Ratcliffe on Soar Local Development Order in accordance with Schedule 4A(3) of the Town and Country Planning Act 1990 (as amended).

<p>For more information contact:</p>	<p>Leanne Ashmore Director - Development and Economic Growth 0115 914 8578 lashmore@rushcliffe.gov.uk</p>
<p>Background papers available for Inspection:</p>	<p>The LDO Supporting Documents and other relevant publicly available documents for preparation of the LDO https://planningon-line.rushcliffe.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=REUKMZNL0CB00</p> <ol style="list-style-type: none"> 1. Draft Ratcliffe on Soar Local Development Order Environmental Statement (July 2022) 2. Draft Ratcliffe on Soar Local Development Order Environmental Statement Addendum (September 2022) 3. Draft Ratcliffe on Soar Local Development Order Environmental Statement Regulation 25 Further Information Demolition Appraisal (September 2022) 4. Draft Ratcliffe on Soar Local Development Order Transport Assessment (July 2022) 5. Draft Ratcliffe on Soar Local Development Order Flood Risk Assessment (July 2022) 6. Draft Ratcliffe on Soar Local Development Order Assessment Surface Water Drainage Strategy (July 2022) 7. Draft Ratcliffe on Soar Local Development Order Utilities Strategy Report (July 2022) 8. Draft Ratcliffe on Soar Local Development Order Energy Strategy (July 2022) 9. Draft Ratcliffe on Soar Local Development Order Arboriculture Survey and Impact Assessment (July 2022)
<p>List of appendices:</p>	<p>Appendix 1: Draft Ratcliffe-on-Soar Local Development Order and Statement of Reasons (July 2023)</p> <p>Appendix 2: Draft Ratcliffe on Soar Local Development Order Parameter Plans(July 2023)</p>

	<p>Appendix 3: Draft Ratcliffe on Soar Local Development Order Design Guide (July 2023)</p> <p>Appendix 4: Draft Ratcliffe on Soar Local Development Order Illustrative Plans (July 2023)</p> <p>Appendix 5: Draft Ratcliffe on Soar Local Development Order Existing Plans (July 2023)</p> <p>Appendix 6: Draft Ratcliffe on Soar Local Development Order Site Wide Travel Plan Framework (July 2023)</p> <p>Appendix 7: Draft Ratcliffe on Soar Local Development Order Statement of Community Involvement (July 2023)</p> <p>Appendix 8: Draft Ratcliffe on Soar Local Development Order Statement of Community Involvement Addendum (July 2023)</p> <p>Appendix 9 Draft Ratcliffe on Soar Local Development Order Summary of Themes Raised from July to September 2022 consultation (July 2023)</p> <p>Appendix 10: Statement of Community Involvement Second Addendum (July 2023)</p> <p>Appendix 11: Development Management Scrutiny Report</p>
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**Appendix 1: Draft Ratcliffe-on-Soar Local Development
Order and Statement of Reasons (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



LOCAL DEVELOPMENT ORDER AND STATEMENT OF REASONS

July 2023



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 2023



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 Limited

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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
CIL	Community Infrastructure Levy
CoCP	Code of Construction Practice
CTSA	Counter Terrorist Security Adviser
D2N2 LEP	Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership
Defra	Department for Environment, Food & Rural Affairs
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
FBA	Furnace Bottom Ash
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

Abbreviation	Meaning
LNR	Local Nature Reserve
LPA	Local Planning Authority
LVIA	Landscape and Visual Impact Assessment
MMP	Materials Management Plan
MP	Member of Parliament
NET	Nottingham Express Transit
NPPF	National Planning Policy Framework
PAS	Planning Advisory Service
PFA	Pulverised Fuel Ash
PP	Phasing Plan
PPE	Personal Protective Equipment
PRoW	Public Rights of Way
PSTP	Plot Specific Travel Plan
PV	Photovoltaics
R&D	Research and Development
RBC	Rushcliffe Borough Council
S106	Section 106 Agreement or Unilateral Undertaking
SCI	Statement of Community Involvement
SRMP	Soil Resource Management Plan
SSSI	Site of Special Scientific Interest
STS	Sustainable Transport Strategy
STW	Sewage Treatment Works
SWMP	Site Waste Management Plan
SWTP	Site Wide Travel Plan
SWTPF	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 (“RBC” and “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 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 and Schedule 4A of 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: Permitted Development (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: Planning Considerations (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”.

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),⁶ a Research & Development centre (Uniper Technologies), and two substations owned by National Grid are also 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,⁷ 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. Finally, it was given formal Government approval to become operational on 30 March 2023. 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 4 within Section 7.3 of this document.

The Site is also included within the East Midlands Development Company,⁸ 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 Uniper closed its Engineering Academy after the end of the 2021–2 academic year, with the building now being available for use.

⁷ <https://www.emfreeport.com/>

⁸ <https://www.emdevco.co.uk/>

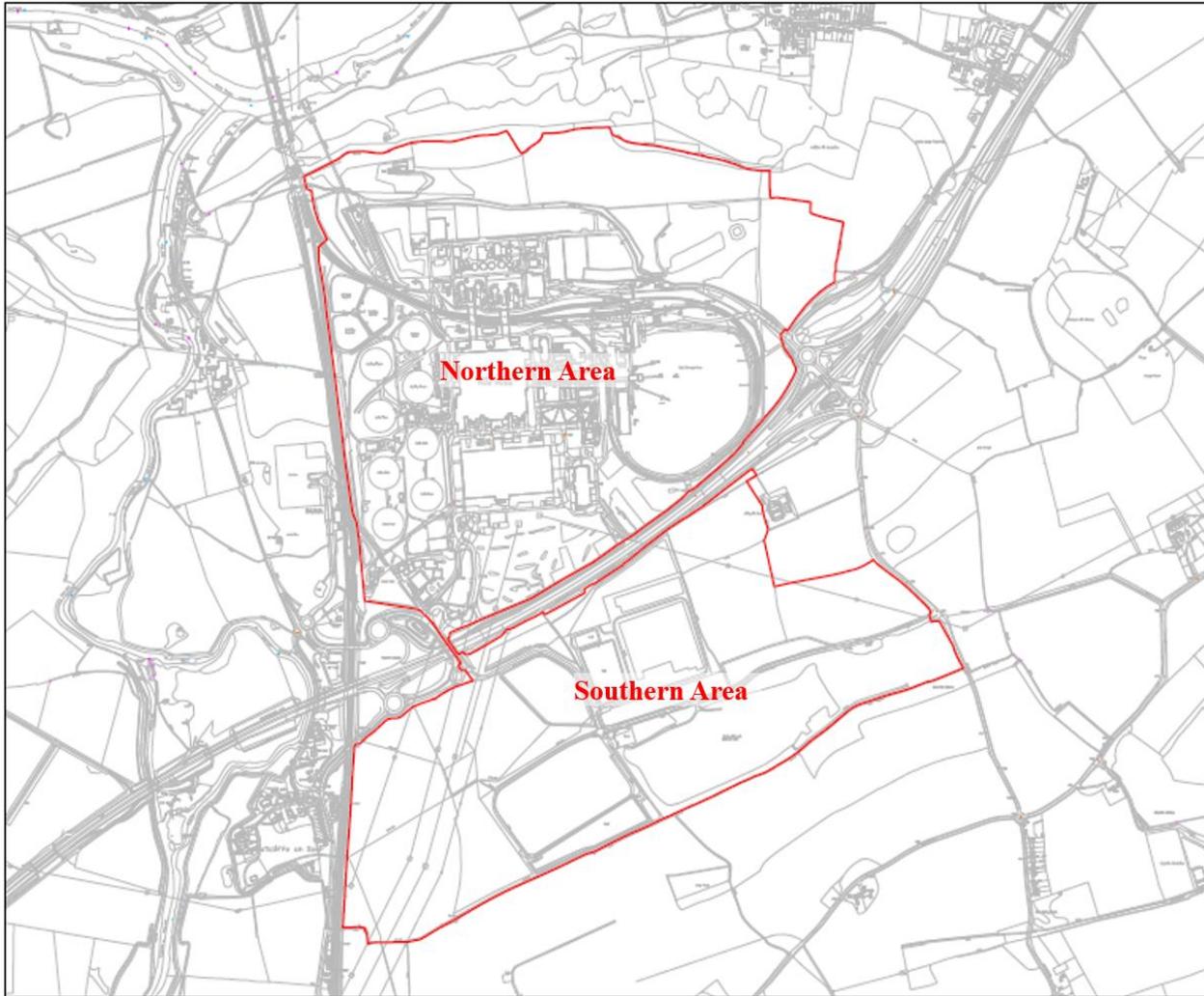


Figure 1 – Ratcliffe-on-Soar LDO site boundary

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 (PRoW) 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;
- Site Sections; and
- Potential Gypsum Resource Area.

The Design Guide is intended to inform and support the process of preparing an Application for a Certificate of Compliance under the LDO (see Sections 4.3 and 4.4). 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. Permitted future changes of use are limited only to other specific permitted uses shown in columns 1 and 2, as applicable to the plot in which they are located and as defined in the Land Use Parameter Plan and Design Guide (described in Design Principle LU 3), providing that other limitations set out in column 3 are not exceeded. Where relevant, appropriate conditions to control permitted future changes of use will be applied to Certificates of Compliance issued by the Council.

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	Shop, 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) and Design Principle LU 3 in the Design Guide, which set 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 the criteria needed to accord with the Vision for the Site, as set out in Design Principle LU 6 and requires potential development on Plots A to G (except Plot F which has been reserved for a car park) to meet at least one of the following characteristics, and development on Plot I to meet either 1) or 2) (examples of acceptable uses are also set out in the Design Guide):

- 1) Advanced manufacturing producing technology or using technology to deliver the net-zero transition;
- 2) Produce, store and manage low-carbon and green energy;
- 3) Provide high-quality employment, well paid, highly skilled jobs;
- 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),⁹ 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

⁹ <https://www.legislation.gov.uk/uksi/2015/596/schedule/2/part/2/made>

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 includes:

- Changes to external appearance of existing buildings (with the exception of those facades described in Design Principle A 9 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;
- 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, as set out in Sections 2.2 to 2.5, but does 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, water discharge and abstraction permits, environmental licensing and permitting, and Health and Safety Executive consents. It will remain the responsibility of the developer and future occupiers to ensure that their proposed development complies with relevant legal requirements under separate legislation or powers. These include, but are not limited to, the following:

Body	Requirement
National Grid / National Grid Electricity Distribution	Assets, including overhead lines, underground cables and substations, are protected by Deed of grant, Easement, Wayleave Agreement, etc. Developers should undertake a Linesearch ¹⁰ or equivalent prior to undertaking any work. All works must be in accordance with National Grid’s Technical Guidance Note 287, Third Party Guidance for working near National Grid Electricity Transmission Equipment and any additional guidance provided by National Grid.
Trent Valley Internal Drainage Board	Kingston Brook (along the southern boundary) is subject to Byelaws and provisions of the Drainage Act 1991. The Board’s consent is required for works or planting within 9 metres of the top of the watercourse or for anything that affects the flow or stability of the watercourse. The Board’s Planning and Byelaw Policy, Advice Notes and Application form is available on its website – www.wmc-idbs.org.uk/TVIDB
Network Rail	Prohibition of construction of soakaways and certain drainage features within 20 metres of the Network Rail boundary if below track level and within 30 metres if above track level. Wayleaves / easements applicable to underline drainage assets. For advice contact assetprotectioneastern@networkrail.co.uk
Canal and Rivers Trust	Potential need for consent if any water is to be discharged to sections of River Trent or River Soar managed by the Trust. For queries contact Chris Lee lee.chris@canalrivertrust.org.uk

¹⁰ <https://lsbud.co.uk/>

Body	Requirement
Environment Agency (EA)	<p>If it is intended to maintain the operation of the existing on-site Sewage Treatment Works (STW), either a variation of the existing permit or a new water discharge permit will be required. NB: The current STW is not designed to receive trade effluent.</p> <p>The existing water abstraction licence is for the purpose of electricity generation and either a substantial variation to this licence or a new licence is likely to be required should water abstraction be required in connection with any development permitted by the LDO.</p> <p>Early engagement with the EA is recommended in order to determine the nature of any new permits or variations to permits that may be required.</p>

2.7 Community Infrastructure Levy

Whilst the majority of the uses the LDO proposes would be zero-rated in the Council’s Community Infrastructure Levy (CIL) charging schedule, retail (Class F2(a)), café / bar (Class E(b)), and hot food takeaway (sui generis) uses are all covered under the ‘General Retail (former A1–A5)’ category of the Council’s Charging Schedule.

When such development is authorised by issuing of a Certificate of Compliance, the developer must issue a Notice of Chargeable Development to the Council, in accordance with details on the Council’s website.¹¹

¹¹ <https://www.rushcliffe.gov.uk/planning-growth/cil/>

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 Application for a Certificate of Compliance, 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>

No	Condition	Reason
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>	<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 mitigation to be delivered alongside the phased delivery of the development.</p>
6.	<p>Development on the site shall proceed in accordance with the following:</p> <p>a) Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by this LDO exceeding 544,000 m² GFA, or which generates operational vehicle trips to/from the Site in excess of:</p> <ul style="list-style-type: none"> i. 522 trips per hour in the AM peak period (07.00 to 09.00 hours), or ii. 920 trips per hour during the inter-peak period (i.e. any period outside of the AM and PM peaks defined by this condition), or iii. 331 trips per hour in the PM peak period (16.00 to 18.00 hours) <p>unless and until traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network, and it has been agreed in writing by the Council in consultation with the relevant highways authorities that development traffic above any of the thresholds determined under condition 6(a)(i), (ii) or (iii) of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact on the operation of the highway would not be severe.</p> <p>b) Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by the LDO exceeding 610,000 m² GFA, or which generates operational vehicle trips to/from the Site in excess of:</p> <ul style="list-style-type: none"> i. 557 trips per hour in the AM peak period (07.00 to 09.00 hours) or, ii. a number of trips per hour during any inter-peak period (i.e. any period outside of the AM and PM peaks defined by this condition) to be agreed with the Council in consultation with the relevant highway authorities, or iii. 451 trips per hour in the PM peak period (16.00 to 18.00 hours) <p>unless and until traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network, and it has been agreed in writing by the Council in consultation with the relevant highways authorities that development traffic above any of the</p>	<p>To ensure that operational traffic (i.e. that associated with the day-to-day operation of the permitted development, operational traffic generated by the EMERGE facility and any remaining uses on the Site) does not exceed existing levels during peak periods or generates excessive inter-peak flows which could create a severe impact on the highway network.</p> <p>To ensure that transport mitigation measures are delivered at the appropriate time to address the impacts from the development and that a holistic transport solution is achieved.</p>

No	Condition	Reason
	<p>thresholds determined under condition 6(b)(i), (ii) or (iii) of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact on the operation of the highway would not be severe, or that highway mitigation schemes are prepared and submitted to the Council for approval in writing in consultation with the relevant highways authorities and thereafter either the mitigation is implemented in accordance with the agreed schemes, or an agreement is in place for the delivery of the agreed schemes.</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 in consultation with the relevant consultees. The CoCP must address all construction impacts identified in the Environmental Statement, as summarised in Table C in Appendix C of this LDO; and the CoCP must also include a Construction Traffic Management Plan identifying the likely impact of construction traffic and how any impact will be mitigated. 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</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
	<p>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>	<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 and in consultation with the relevant consultees. 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>Prior to any development within any part of the Site being occupied or first brought into use, a Sustainable Transport Strategy (STS) must also be submitted to and approved in writing by the Council and in consultation with the relevant consultees. The STS must provide details of bus access and bus routes through the site, locations of bus stops and details of walking, "wheeling" and cycling infrastructure, and set out arrangements for providing these services including frequencies, routes, phasing of delivery, funding, procurement and review arrangements.</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>

No	Condition	Reason
	<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 and STS, with a monitoring regime to achieve preliminary modal shift targets and supporting mechanisms for securing additional sustainable transport measures. The development must thereafter be operated in accordance with the approved PSTP, STS 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 specific development plots, the on-site strategic transport provision, landscaping, drainage and other infrastructure and utilities provision.</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>
12.	<p>Prior to submission of the first application for a Certificate of Compliance, Site Wide East Midlands Airport Aerodrome Safeguarding Plan incorporating a Bird Hazard Management Plan that shall be submitted to and approved in writing by the Council. Each application for a Certificate of Compliance shall then include an Aerodrome Safeguarding report, with reference to appropriate drawings, demonstrating that the development has been designed to take into account the requirements of the Safeguarding Plan, including, where necessary, the Bird Hazard Management Plan. The development shall be carried out and maintained thereafter in accordance with the approved Plans.</p>	<p>To protect the safe operation of aircraft using East Midlands Airport.</p>
13.	<p>Each application for a Certificate of Compliance shall include details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, that shall have been submitted to and approved in writing by the Council prior to development commencing. The development shall be carried out in accordance with the approved details.</p>	<p>To ensure that the development can be properly drained without detriment to the local aquatic environment.</p>
14.	<p>Each application for a Certificate of Compliance shall include a detailed Operational Environmental Management Plan that shall be submitted to and approved in writing by the Council. The Operational Environmental Management Plan shall include information on the following:</p> <ul style="list-style-type: none"> • measures to deal with accidental pollution and details of any necessary equipment (e.g. spillage kits) to be held on site; • a drainage plan of the site detailing relevant control features that would contain any spilled polluting material and prevent it entering into the surface water drainage system or the water environment; • a scheme to deal with the risks associated with contamination. 	<p>To ensure that the development does not contribute to, and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution.</p>

No	Condition	Reason
	The development shall thereafter be operated in accordance with the approved details.	
15.	<p>Each application for a Certificate of Compliance shall include a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted. No development shall take place until the strategy has been approved in writing by the Council and, if required, a Verification Report has been submitted and approved, demonstrating completion of any mitigation works carried out and the effectiveness of the remediation, if any. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1 A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses; • potential contaminants associated with those uses; • a conceptual model of the site indicating sources, pathways and receptors; and • potentially unacceptable risks arising from contamination at the site. 2 A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3 The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy, if required, giving full details of any remediation measures required and how they are to be undertaken. 4 A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the written consent of the Council. The scheme shall be implemented as approved.</p>	To ensure that the development does not contribute to and is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution.
16.	<p>Prior or in parallel to the first submission of a Certificate of Compliance application on land to the south of the A453 (including earthworks), a strategy for future utilisation of the remaining fly ash resource (comprising pulverised fuel ash (PFA) and furnace bottom ash (FBA)) shall be submitted for the prior approval of the Council. The strategy shall detail how the best and most sustainable use is to be made of the fly ash mineral resource to avoid sterilisation, where reasonably practicable and commercially viable. The approved Fly Ash Strategy must be updated and submitted with each Certificate of Compliance Application on the land to the south of the A453, to demonstrate that the Strategy is being delivered and/or to reflect a material change in circumstances.</p> <p>The development shall be implemented in accordance with the approved details.</p>	To ensure the best use of this mineral resource minerals resource in accordance with NPPF paragraphs 209–212, Policy 42 of the Rushcliffe Local Plan Part 2 and Policy SP7 of the Nottinghamshire Minerals Local Plan.

No	Condition	Reason
17.	<p>Prior to the first submission of an application for a Certificate of Compliance, a management plan for the Strategic Landscape (indicated on Drawing RBCLDO-ARUP-ZZ-XX-DR-A-0015), Strategic Infrastructure Zones (indicated on Drawing RBCLDO-ARUP-ZZ-XX-DR-A-0013) and public spaces, mobility hubs and surface car parks on Plots F and H (indicated on drawing RBCLDO-ARUP-ZZ-XX-DR-A-0012), including long-term design objectives, management responsibilities and maintenance schedules for all areas, shall be submitted to and approved in writing by the Council. The site shall be managed and maintained in accordance with the approved plan thereafter, unless an amended plan has been first agreed with the Council.</p>	<p>To ensure that the Site is adequately managed and maintained, in the interests of the amenity of the area and of those using the Site.</p>
18.	<p>Each application for a Certificate of Compliance shall demonstrate that the development subject of the application has been designed to ensure that noise levels generated by the operation of the proposed development will not exceed the design target noise levels set out in Volume 2, Chapter 15, Table 15-9 of the Environmental Statement. Should the proposed development exceed those Design Target Noise Levels, a Noise Assessment, setting out proposed noise levels, mitigating factors and an assessment of impact, shall be submitted to and approved in writing by the Council prior to commencement of development. The development shall thereafter be operated within the Target Noise levels or other approved noise levels, and any subsequent plant or equipment installed should also meet those noise levels.</p>	<p>To ensure that noise levels do not result in undue impacts on nearby properties.</p>
19.	<p>No development permitted by the LDO shall take place within the area edged in blue on the Potential Gypsum Resource Area Parameter Plan (indicated on Drawing RBCLDO-ARUP-ZZ-XX-DR-A-0021), and infrastructure associated with rail loading of gypsum shall be retained within the Site, for a period of 36 months from the date of adoption of this LDO, unless one of the following conditions is met:</p> <ol style="list-style-type: none"> 1 After the elapse of the first nine months of the above 36-month period, no planning application has been submitted to the mineral planning authority that, if granted, would allow gypsum extraction in that area. 2 A planning permission allowing gypsum minerals extraction within that area has not been obtained within the first 24 months of the above 36-month period. 3 All the economically viable gypsum in that area has been extracted (and appropriate evidence has been supplied to the Council). <p>Following the expiry of the 36 month period noted above (or earlier if one of the above conditions has been met) development within the area edged in blue on the Potential Gypsum Resource Area Parameter Plan can proceed pursuant to this LDO, and it is no longer a requirement to retain infrastructure associated with rail loading of gypsum.</p>	<p>To prevent the unnecessary sterilisation of mineral reserves in accordance with the NPPF and Policy SP7 of the Nottinghamshire Minerals Local Plan.</p>

No	Condition	Reason
20.	Each application for a Certificate of Compliance shall include a Highways Safeguarding Plan that shall be submitted to and approved in writing by the Council in consultation with the relevant consultees. The Highway Safeguarding Plan shall identify the potential physical impacts arising from development plots within the Site which share a physical boundary with the Strategic Road Network. The development shall be carried out and maintained thereafter in accordance with the approved Plans.	To protect the safe operation of the Strategic Road Network adjacent to the Site.

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 Proposed 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, managed and monitored through a Biodiversity Net Gain (BNG) Plan within the Transport and Biodiversity Mitigation Strategy. This Strategy shall be submitted and approved through the Application for a Certificate of Compliance process. The Strategy will be updated as each application is submitted in order to monitor the delivery and management of mitigation and ensure mitigation is delivered progressively as the development proceeds. The monitoring programme, as set out in the Strategy, should cover a 30-year period and be undertaken every 5 years from commencement of net gain delivery, with reports provided to Rushcliffe Borough Council.

An assessment of the existing BNG Baseline, including a condition assessment, was undertaken in May 2022 and the Defra BNG Metric 3.1 utilised to calculate the BNG units on the Existing Site. Based on the requirement to achieve a minimum 10% Net Gain in Biodiversity following completion of the Proposed Development, the following BNG units would be required:

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

As part of the Biodiversity Net Gain Plan (within 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. Except as otherwise agreed by the Council, the replacement of habitat will follow the trading

rules, which includes habitats with high distinctiveness to be replaced with biodiversity units of the same habitat type. 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. In order to maximise delivery of net gain within Rushcliffe Borough or nearby, a financial contribution or the purchase of national credits (BNG delivery Options 5 and 6 below) will only be accepted after the Council is satisfied that all other preceding options have been explored and reasonably discounted:

- 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 on land elsewhere in Rushcliffe Borough with management agreement for 30 years via:
 - 2.1) Provision and management of BNG units through legal agreement¹² with a third-party landowner; or
 - 2.2) Funding provided to a third party to provide and manage BNG units with delivery secured through legal agreements.¹³
- 3) Other environmental mitigation proposals as agreed with the Council may be implemented. Such proposals shall be equated to BNG units using the ratio “cost of works divided by £20,000”,¹⁴ to which a factor of 1.25 shall be applied to produce the equivalent BNG units.
- 4) BNG units to be provided off-site on land near Rushcliffe Borough, within neighbouring authorities, with management agreement for 30 years via 2.1 and 2.2 above.
- 5) A financial contribution in lieu of BNG payable to the Local Authority. The sum payable shall be calculated using the rate 1 BNG Unit = £20,000.¹⁵
- 6) Purchasing of equivalent credits under the Government’s National Credits Scheme (or similar scheme).

In respect of other environmental mitigation proposals (Option 3 in the hierarchy), 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 and is encouraged by the Council. Whilst such interventions are not captured in Defra’s Biodiversity Metric tool, for the purposes of this LDO they may be equated to BNG units based on project value, up to a maximum of 250 BNG units. With the agreement of the Council, the provision of such environmental mitigation proposals may be suitable ahead of measures under Option 2 of the hierarchy.

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 Certificates of Compliance. These measures may be approved

¹² Legal agreements may comprise S106 Agreements or conservation covenants.

¹³ Legal agreements may comprise S106 Agreements or conservation covenants.

¹⁴ Value to be reviewed by the Local Planning Authority at each review in accordance with LDO Condition 1.

¹⁵ Value to be reviewed by the Local Planning Authority at each review in accordance with LDO Condition 1.

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, bearing in mind that the LDO itself would be a material consideration in the determination of such an application.

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 Certificate of Compliance 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.

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.

3.5 Gypsum Deposit

In response to consultation on the final draft LDO documents, British Gypsum stated that it owns an economically viable gypsum deposit in the north-east of the Site, that will be sterilised unless extracted before development of the surface occurs. The area affected is shown edged in blue on the Potential Gypsum Resource Area Parameter Plan, shown in Figure 2. The National Planning Policy Framework (NPPF) and the Nottinghamshire Minerals Local Plan (Policy SP7) both support an adequate supply of minerals and minerals safeguarding. Thus, they seek to prevent minerals reserves from being needlessly sterilised by other developments, so that any non-minerals developments do not pose a serious hindrance to future extraction. Condition 19 attached to the LDO is therefore included in respect of this area to allow further investigation into the viability of extracting gypsum. If the extraction of gypsum is economically viable, further time is proposed to be provided for minerals extraction. Thereafter, development of this area as described in terms of land uses under this LDO can then proceed.

Prior to the commencement of development of the area edged in blue in Figure 2, a delay is proposed to allow time for those with a commercial interest to establish whether the gypsum can be extracted on an economically viable basis and, if so, to submit an appropriate planning application for such extraction. If the planning application is approved by the Minerals Planning Authority, then further time is allowed to cover a period of extraction.

Following the 36-month period (or earlier if one of the conditions has been met), development may come forward pursuant to the LDO subject to compliance with conditions attached to the LDO. In the event that a developer seeks to continue gypsum extraction after the period set out in Condition 19, this LDO condition does not preclude that from happening (subject to that developer obtaining any necessary consents).

Note that this condition on the LDO does not make any judgement on whether the minerals can be recovered in an acceptable manner nor whether any planning permission for minerals extraction should be granted. Any such minerals recovery would need to be assessed via a separate planning application to Nottinghamshire County Council as the Minerals Planning Authority, supported by appropriate application documentation and assessments.

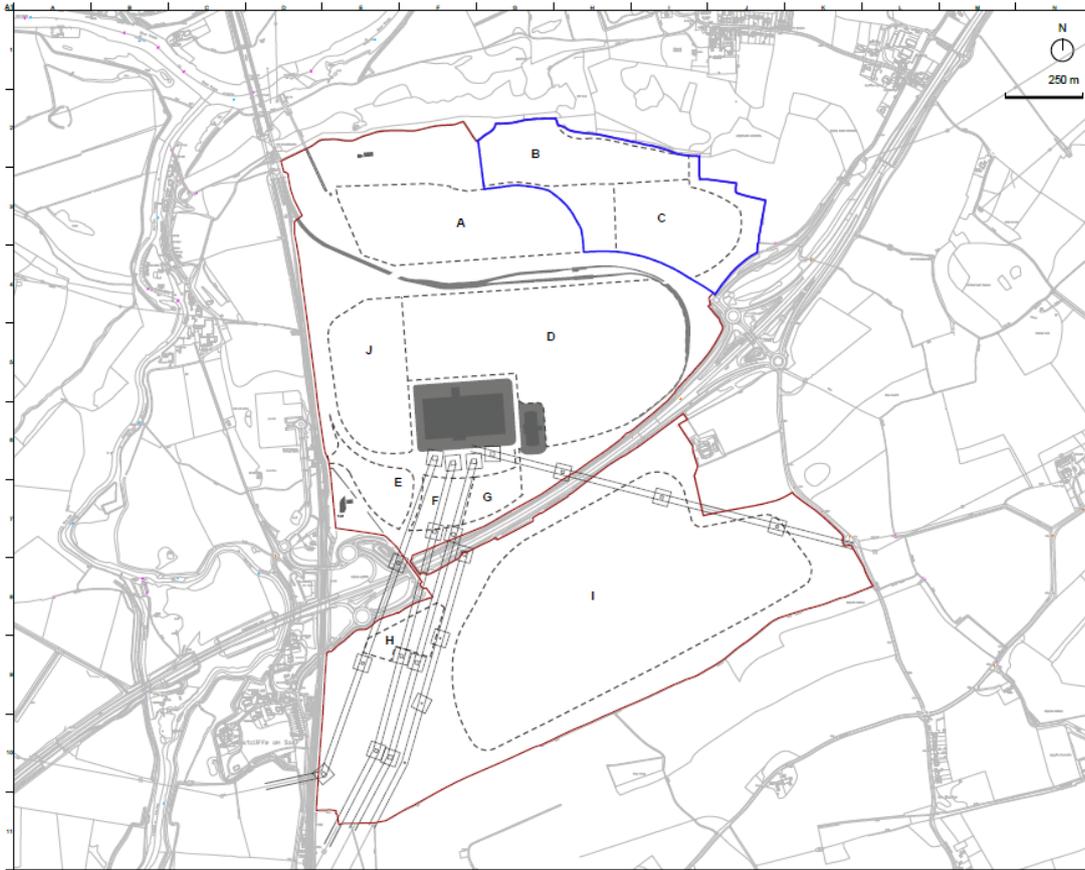


Figure 2 – Potential Gypsum Resource Area shown in blue

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 of Compliance 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, payment of a fee for pre-application advice 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'¹⁶ 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 the corresponding 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

¹⁶ <https://www.rushcliffe.gov.uk/about-us/about-the-council/fees-and-charges/pre-planning-application/>

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 an Application for a Certificate of Compliance is set out in Figure 3 to support applicants in the preparation of compliance applications.

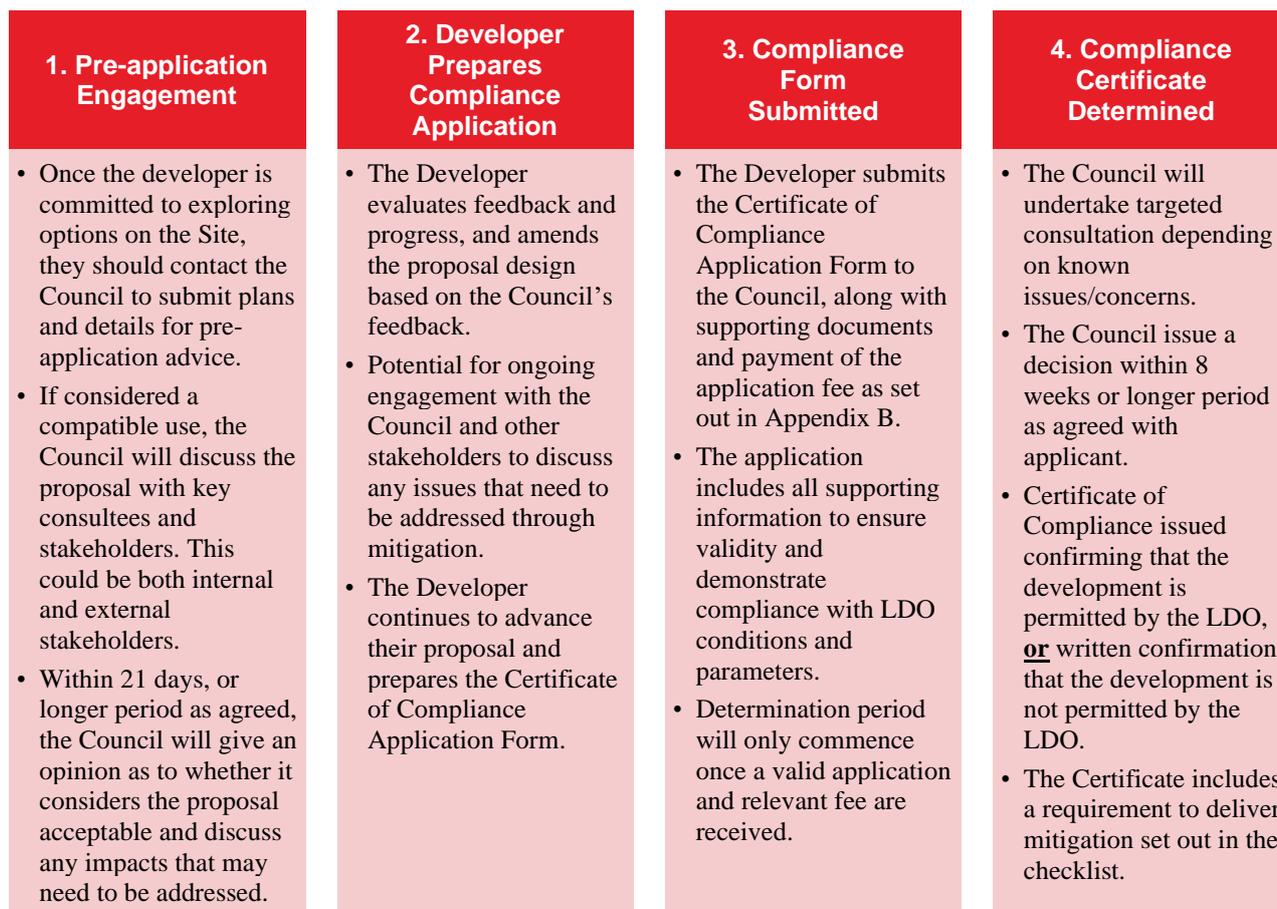


Figure 3 – Ratcliffe-on-Soar LDO Compliance Process Flow Diagram

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 1990,¹⁷ as amended, and;
- Articles 38 and 41 of the Town and Country Planning (Development Management Procedure) (England) Order 2015.¹⁸

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;¹⁹ 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 2017,²⁰ amended by the Conservation of Habitats and Species and Planning (Various Amendments) (England and Wales) Regulations 2018).²¹

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.²² 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.

¹⁷ <https://www.legislation.gov.uk/ukpga/1990/8/contents>

¹⁸ <https://www.legislation.gov.uk/uksi/2015/595/contents/made>

¹⁹ https://www.legislation.gov.uk/uksi/2017/571/pdfs/uksi_20170571_en.pdf

²⁰ https://www.legislation.gov.uk/uksi/2017/1012/pdfs/uksi_20171012_en.pdf

²¹ <https://www.legislation.gov.uk/uksi/2018/1307/contents/made>

²² <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).”

5.4 Summary 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 21st July to 5th September 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 portal, which included the LDO, Statement of Reasons, and all supporting documents. Consultees could view and comment on the application via the planning portal system.

Alongside this statutory consultation, officers representing the Council in its role as Promoter of the LDO, assisted by Arup, also undertook information events on the draft LDO in order to update nearby communities and help them to make more informed responses to the consultation. This included two public exhibitions where Exhibition Panels, updated from the non-statutory consultation, were displayed:

- Thrumpton Village Hall, 16th August 2022, 3–7 p.m. (65 attendees); and
- Gotham Memorial Hall, 18th August, 3–7 p.m. (73 attendees).

Summary of feedback

Responses were received from 27 technical/ key stakeholders, 8 Local Authorities, 3 RBC Ward Members, 13 Parish Councils and/or Parish councillors and 59 non-statutory stakeholders and were collated after the consultation period had closed.

The Council's Planning Portal acted as the central source for consultees and interested parties to view and comment on the draft LDO documents, whilst email or postal responses were also options.

The Addendum to the Statement of Community Involvement (SCI) sets out the statutory consultation methods used and the Council's response to matters raised by statutory and non-statutory consultees (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0006). Responses are provided either to individual representations or on the basis of common themes, as appropriate. These themes include:

- Ecology and biodiversity
- Green Belt
- The Southern Area
- Building heights and visual impact
- Strategic road network and public transport
- Local roads
- HS2
- Connectivity and Public Rights of Way
- Site uses and alternative uses
- EMERGE Centre
- Extending power generation and energy security
- Minerals and waste
- Decision making process (RBC's delegated procedures)

The Addendum to the Statement of Community Involvement provides a detailed account of the statutory consultation and responses to feedback, which is included as a supporting document to the LDO. Applicable responses set out in the Addendum have informed amendments to the LDO and supporting documents.

Following a third consultation, undertaken from December 2022 to January 2023, a second Addendum to the Statement of Community Involvement was produced to capture statutory and non-statutory consultee responses to the revised version of the LDO and accompanying documents (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0007), made following the previous consultation. Applicable responses set out in the second Addendum to the Statement of Community Involvement have informed further amendments to the LDO and supporting documents. The second Addendum has been submitted as a supporting document to the LDO.

In common with all iterations of the SCI, responses provided to comments made during this re-consultation period are responded to, in the second Addendum, either individually or on the basis of common themes. Some themes which presented in the second round of consultation, listed above, remained during the third round of consultation. The themes included:

- Strategic road network and public transport
- Local roads
- Ecology and biodiversity
- Green Belt
- The Southern Area
- Building heights and visual impact

5.5 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 Involvement²³ 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).

5.6 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 of objectives of the non-statutory 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;

²³ <https://www.rushcliffe.gov.uk/planning-growth/planning-policy/local-plan/community-involvement/>

- 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 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 LDO. The document reference for all the supporting documents can be found in Appendix A.

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,²⁴ which was announced as a successful freeport bid in March 2021, received formal Freeport tax site designation in March 2022, and given formal Government approval to become operational in March 2023.

A proposal for the ‘East Midlands Energy Re-Generation Centre’ (EMERGE Centre),²⁵ 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,²⁶ using the reference number ES/4154. This is a new energy-from-waste facility which will generate electrical and heat energy to 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. 400 kV and 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

²⁴ <https://www.emfreeport.com/>

²⁵ [20/01826/CTY | Proposed development of the East Midlands Energy Re-Generation \(EMERGE\) Centre \(a multifuel Energy Recovery Facility, recovering energy from waste material\) and associated infrastructure \(Further information Regulation 25 update\) | Ratcliffe On Soar Power Station Green Street Ratcliffe On Soar Nottinghamshire NG11 0EE \(rushcliffe.gov.uk\)](#)

²⁶ <https://www.nottinghamshire.gov.uk/planningsearch/plandisp.aspx?AppNo=ES/4154>

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, 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 2021²⁷ (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 Guidance²⁸ 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.

²⁷ https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

²⁸ <https://www.local.gov.uk/pas/delivery/local-development-orders/local-development-orders>

East Midlands Freeport

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 Freeport²⁹ 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 Freeport 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 Freeport was confirmed as one of these eight and in March 2022 the East Midlands Freeport 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 Freeport was given formal government approval to become operational on 30 March 2023. Figure 4 shows the Freeport boundary within the LDO Site.

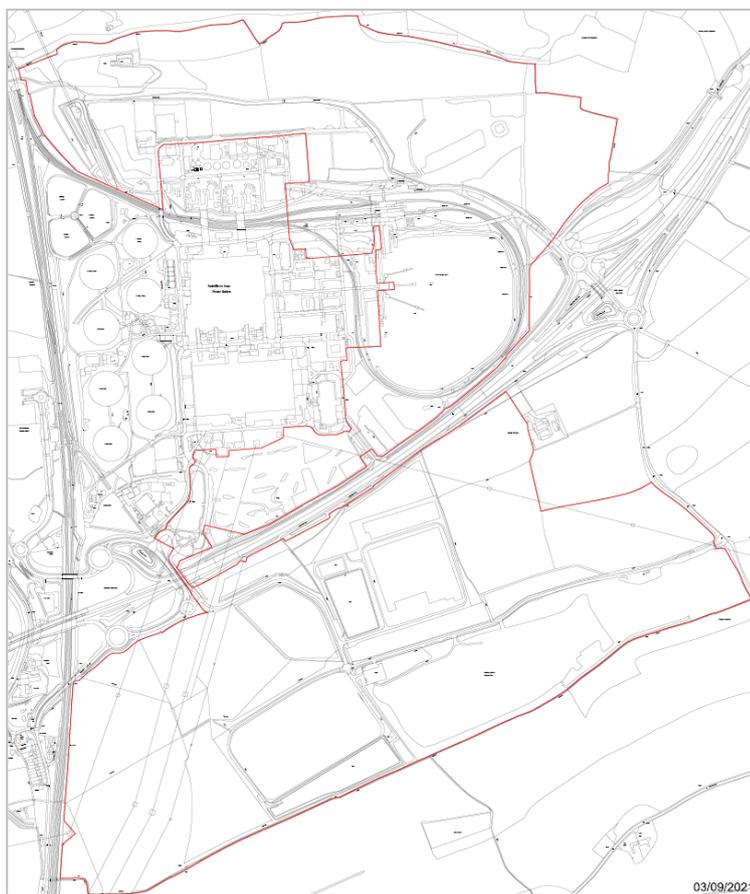


Figure 4 – Freeport boundary at the Ratcliffe Power Station site

East Midlands Development Company

²⁹ <https://www.emfreeport.com/>

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.

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.”*³⁰

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.

³⁰ <https://www.emdevco.co.uk/>

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 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),³¹ 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.³² 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 undertook a further consultation on their Preferred Approach, between 4 January and 14 February 2023. This identified the Site as a key Strategic Employment Site where significant economic development would be promoted. They are now considering the responses received to the consultation. Consultation on a Publication Draft is expected at the end of 2023, leading to examination and adoption in 2024/2025.

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 Policies³³ 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

³¹ <https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf>

³² <https://gnplan.inconsult.uk/gf2.ti/f/1146082/77448165.1/PDF/-/Strategic%20Plan%202020%20FINAL%20-%20web%20version%20revised.pdf>

³³ <https://www.rushcliffe.gov.uk/planning-growth/planning-policy/local-plan/>

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 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 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:*
 - o *Not have a greater impact on the openness of the Green Belt than the existing development; or*
 - o *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 proactive 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),³⁴ 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 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 document³⁵ highlighted the major role ‘significant growth’ at sites within the Development Corporation boundary,

³⁴ <https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf>

³⁵ <https://gnplan.inconsult.uk/gf2.ti/f/1146082/77448165.1/PDF/-/Strategic%20Plan%202020%20FINAL%20-%20web%20version%20revised.pdf>

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 Freeports³⁶ 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.

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

³⁶ <https://www.gov.uk/government/publications/freeports-bidding-prospectus>

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’³⁷ 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.

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

³⁷ UK Government Call for Evidence: Technological Innovations and Climate Change: Battery Electric Vehicles; <https://committees.parliament.uk/call-for-evidence/483/>

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 mainline 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.³⁸ 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.³⁹ 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, and as described within the 'Nottingham Core HMA and Nottingham Outer HMA Employment Land Needs Study' (2021),⁴⁰ i.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."

³⁸ <https://www.gov.uk/government/publications/integrated-rail-plan-for-the-north-and-the-midlands>

³⁹ <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>

⁴⁰ <https://www.gnplan.org.uk/media/3332934/employment-land-needs-study-may-21.pdf>

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 through 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 eight 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 and limited to some areas only. 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 (ES) 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 there would be some significant effects. While these include visual impact of the buildings, loss of agricultural land, impact on buried archaeology, ecology, and noise and vibration, 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. These will then be subject to control through the Certificate of Compliance process. For example, the use of planting and building design to minimise visual impact and a 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 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 Statement 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 the 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.

EIA Addendum

This document was prepared and submitted to the Council in September 2022 to provide additional detail to the Environmental Statement produced in July 2022, the original ES, and is known as an addendum.

The addendum has been produced following the receipt of updates to the traffic modelling data upon which the original ES was based. As a result, it has been necessary to revisit the environmental topics that use this data to form their assessments. These topics include air quality, greenhouse gases and noise. In addition, other environmental topics that use air quality, greenhouse gases and noise conclusions as part of their assessments have been reviewed; these include in-combination climate change impacts, health and cumulative.

The addendum provides an overview of any new or different significant environmental effects because of the updates to the traffic modelling data. It should be read in conjunction with the original ES submitted.

No significant effects have been identified in the addendum. Following the original ES, significant effects have been removed from the following topics:

- Noise (operation), effects arising from traffic-based noise reduced from Moderate – Major adverse, significant, as assessed in the original ES, to Neutral – Minor adverse, not significant, in the addendum.
- Health (operation), effects upon the population within the local study area from traffic-based noise reduced from Moderate adverse, significant, as assessed in the original ES, to Minor adverse, not significant, in the addendum.

All other topic conclusions remain as assessed in the original ES, with no significant effects arising.

No mitigation or monitoring requirements arise because of the assessment within the addendum. It is noted that no mitigation or monitoring was identified for these topics in the original ES.

All other effects assessed under the cumulative and in-combination effects assessments in the ES remain as per the original ES as effects feeding into the assessment have been confirmed to remain as per the original ES as part of the assessment in the addendum.

Overall, it is therefore considered that there are no new or different significant cumulative or in-combination effects as a result of the updated traffic modelling data for the Proposed Development.

Regulation 25 Demolition Appraisal

In September 2022 a Demolition Appraisal was prepared and submitted to the Council.

The draft LDO does not grant consent to undertake demolition of the Ratcliffe-on-Soar Power Station.

The ES prepared and submitted in support of the draft LDO in July 2022 included an assessment of effects on construction and operation of the Proposed Development but scoped out an assessment on demolition due to this being deemed to be part of a separate consented procedure at such a time that the details on decommissioning and demolition of the Power Station become available. This approach was agreed through the EIA Scoping Opinion (reference 21/03203/SCOEIA) received from RBC, as the local planning authority (LPA), in January 2022. The future baseline for the ES considers that the demolition of the Power Station has occurred.

Following legal advice received, it was considered that the ES should be further supplemented with information in relation to demolition of the Power Station. This did not form a formal request made by RBC as LPA, but instead forms a voluntary submission of further information by the Promoter in response to legal advice received. Therefore, further information under Regulation 25 of the EIA Regulations has been submitted to RBC as LPA in relation to the broad effects of demolition on the Site, in support of the draft LDO. The Demolition Appraisal contains this further information.

It is inevitable that the demolition of built structures will generate a number of impacts including those related to dust, noise, traffic movements and waste materials amongst others. However, it is considered that these issues can be managed by means of the preparation and implementation of appropriate method statements which will detail the mitigation measures to be followed by the appointed demolition contractor to minimise the impacts on the surrounding environment. Further, impacts would be temporary in nature and,

subject to the controls and mitigation proposed, are not expected to result in any long-term effects that are considered significant.

As such, based on the information available at the time of writing, and assumptions made, it is considered across all topic areas that, subject to carrying out surveys immediately prior to demolition, and through the adoption of the identified mitigation measures (and any further measures that might be identified following future surveys), no likely significant environmental effects are expected to occur in relation to demolition of the Power Station.

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 Freeport: 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 Sinfin 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.

As identified in the Transport Assessment and in response to consultation feedback, 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;
- Implement a site shuttle bus to transport people around the Site, connecting with the station, Clifton Park and Ride site 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;
- A package of highway mitigation measures agreed with National Highways and Local Highway Authorities;
- Improving the western (Parkway) highway access to the Site;
- Improving the West Leake Lane access to formalise the junction layout to accommodate proposed traffic flows;
- Contribution to cycle and footway improvements for cycle and pedestrian routes accessing the Site and East Midlands Parkway Station;
- Contribution to a traffic management study for local roads around Ratcliffe-on-Soar and Kingston-on-Soar (including Kegworth Road, Gotham Road and West Leake Lane), East Leake and West Leake and implementation of proposed recommendations; 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 Freeport.

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
Parameter Plans – Potential Gypsum Resource Area	RBCLDO-ARUP-ZZ-XX-DR-A-0021
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
Environmental Statement Regulation 25 – Further Information Demolition Appraisal	RBCLDO-ARUP-ZZ-XX-RP-YE-0065
Environmental Statement Addendum	RBCLDO-ARUP-ZZ-XX-RP-YE-0064
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

Document	Reference Number
Arboricultural Survey	RBCLDO-ARUP-ZZ-XX-RP-YP-0005
Statement of Community Involvement	RBCLDO-ARUP-ZZ-XX-RP-YP-0001
Addendum to Statement of Community Involvement	RBCLDO-ARUP-ZZ-XX-RP-YP-0006
Second Addendum to Statement of Community Involvement	RBCLDO-ARUP-ZZ-XX-RP-YP-0007

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 believes 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:
.....
.....
.....
.....
.....
.....
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.

Permitted Use	Planning Class	Restrictions	Applicant Response	Proposed Floor Space (m ²)
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		
Site Infrastructure	N/A			

*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 Design Principle LU 6 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. It is not necessary to do so for delivery of infrastructure and utilities permitted by the LDO.

Characteristic	Characteristic that applies (Please put X in any relevant box)	Evidence provided
1) Advanced manufacturing producing technology or using technology to deliver the net-zero transition		
2) Produce, store and/or manage low-carbon and green energy		
3) Provide high-quality employment, well paid, highly skilled jobs		
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?	
Potential Gypsum Resource Area	Is the proposal located in the area edged blue in the Parameter Plan RBCLDO-ARUP-ZZ-XX-DR-A-0021 and, if so, have the requirements of Condition 19 been met?	

With reference to the Design Guide, please identify in the table below how your proposal is compliant with the Design Guidance. It is accepted that in the case of infrastructure development, a number of criteria will not be applicable.

Land Use

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
LU 1	Make efficient use of land.	

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
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.	
LU 3	Group similar business types and uses together.	
LU 4	Create an environment to attract and retain businesses and people.	
LU 5	Create an attractive, well designed approach from principal highway and rail entrances into the site (Plots J, E & G).	
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.	
LU 7	Complementary uses (Plots 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)
T 1	Prioritise pedestrian / cycle users	
T 2	Accommodate public transport access.	
T 3	Minimise impact on PRoW and enhance their environment where diversion is needed.	
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.	
T 5	Maximise potential to connect to East Midlands Parkway Station, considering future HS2 terminal.	

T 6	Maximise benefit and strategic advantage of existing site rail infrastructure.	
T 7	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)
IS 1	Design and layout should maximise use of key site infrastructure.	
IS 2	Infrastructure and utilities designed to support the clean growth and smart industrial park vision for the Site.	
IS 3	Sitewide utilities and services to be provided within the road corridor.	
IS 4	Surface water to be managed in accordance with drainage strategy.	
IS 5	Infrastructure and utilities to be designed to allow for ease of maintenance and existing utilities and infrastructure to be safeguarded.	
IS 6	Reduce outbound waste stream.	
IS 7	Ensure efficient land remediation.	
IS 8	External lighting.	

Building Heights and Design

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
BH 1	Building heights.	
BH 2	Plot I set back and building heights.	
BH 3	Chimneys and Flues.	
BH 4	Landmarks which celebrate the transformation of the site to a centre for green and carbon energy and focal points.	
BH 5	Impact on residential amenity.	

Architectural Treatment

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
A 1	Building massing – To mitigate the visual impact of the proposal from	

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
	roads and other spaces outside the development.	
A 2	Geometry – Provide simple volumes with clear legibility of overall massing and form.	
A 3	Roofscape – To mitigate visual impact from public roads and spaces and maximise opportunities to utilise roofs for environmental benefits.	
A 4	Materials and Colours – To provide variety in otherwise blank elevations	
A 5	Separate main entrances from services yards.	
A 6	Design for climate change mitigation	
A 7	Provide adequate daylighting	
A 8	Zone J	
A 9	Buildings facing A453 – To mitigate visual impact and bulk of buildings facing A453	
A 10	Development facing onto East Midlands Parkway Station	
A 11	*Designing out crime	

* Developers should engage with the Nottinghamshire Designing Out Crime Service and the CTSA's for design advice on security requirements at CTSA@Notts.police.uk

Strategic Landscape

Ref	Design Principle	Applicant Response (refer to each relevant Key Criteria in the Design Guide)
SL 1	Create strong strategic buffer landscape at edges of the Site.	
SL 2	Maximise opportunities to integrate biodiversity.	
SL 3	Ensure that internal streets and spaces have a landscape structure which make them attractive to occupiers and their workforce.	
SL 4	Reserve zone for potential future tram and landscape appropriate to this.	
SL 5	Ensure drainage features and waterbodies are integrated into the sitewide design.	

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 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. 	
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>Development on the site shall proceed in accordance with the following;</p>	

No	Condition	Applicant response
	<p>a) Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by this LDO exceeding 544,000 m² GFA, or which generates operational vehicle trips to/from the Site in excess of:</p> <ul style="list-style-type: none"> i. 522 trips per hour in the AM peak period (07.00 to 09.00 hours), or ii. 920 trips per hour during the inter-peak period (i.e. any period outside of the AM and PM peaks defined by this condition), or iii. 331 trips per hour in the PM peak period (16.00 to 18.00 hours) <p>unless and until traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network, and it has been agreed in writing by the Council in consultation with the relevant highways authorities that development traffic above any of the thresholds determined under condition 6(a)(i), (ii) or (iii) of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact on the operation of the highway would not be severe.</p> <p>b) Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by the LDO exceeding 610,000 m² GFA, or which generates operational vehicle trips to/from the Site in excess of:</p> <ul style="list-style-type: none"> i. 557 trips per hour in the AM peak period (07.00 to 09.00 hours) or, ii. a number of trips per hour during any inter-peak period (i.e. any period outside of the AM and PM peaks defined by this condition) to be agreed with the Council in consultation with the relevant highways authorities, or iii. 451 trips per hour in the PM peak period (16.00 to 18.00 hours) <p>unless and until traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network, and it has been agreed in writing by the Council in consultation with the relevant highways authorities that development traffic above any of the thresholds determined under condition 6(b)(i), (ii) or (iii) of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact on the operation of the highway would not be severe, or that highway mitigation schemes are prepared and submitted to the Council for approval in writing in consultation with the relevant highways authorities and thereafter either the mitigation is implemented in accordance with the agreed schemes, or an agreement is in place for the delivery of the agreed schemes.</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 in consultation with the relevant consultees. The CoCP must address all construction impacts identified in the Environmental Statement, as summarised in Table C in Appendix C of this LDO; and the CoCP must also include a Construction Traffic Management Plan identifying the likely impact of construction traffic and how any impact will be mitigated. The development shall only be carried out in accordance with the approved CoCP.</p>	

No	Condition	Applicant response
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> <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</p>	

No	Condition	Applicant response
	writing by the Council.	
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 and in consultation with the relevant consultees. 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>Prior to any development within any part of the Site being occupied or first brought into use, a Sustainable Transport Strategy (STS) must also be submitted to and approved in writing by the Council and in consultation with the relevant consultees. The STS must provide details of bus access and bus routes through the site, locations of bus stops and details of walking, "wheeling" and cycling infrastructure, and set out arrangements for providing these services including frequencies, routes, phasing of delivery, funding, procurement and review arrangements.</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 and STS, with a monitoring regime to achieve preliminary modal shift targets and supporting mechanisms for securing additional sustainable transport measures. The development must thereafter be operated in accordance with the approved PSTP, STS 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 specific development plots, the on-site strategic transport provision, landscaping, drainage and other infrastructure and utilities provision.</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>	
12.	<p>Prior to submission of the first application for a Certificate of Compliance, Site Wide East Midlands Airport Aerodrome Safeguarding Plan incorporating a Bird Hazard Management Plan that shall be submitted to and approved in writing by the Council. Each application for a Certificate of Compliance shall then include an Aerodrome Safeguarding report, with reference to appropriate drawings, demonstrating that the development has been designed to take into account the requirements of the Safeguarding Plan, including, where necessary, the Bird Hazard Management Plan. The development shall be carried out and</p>	

No	Condition	Applicant response
	maintained thereafter in accordance with the approved Plans.	
13.	<p>Each application for a Certificate of Compliance shall include details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, that shall have been submitted to and approved in writing by the Council prior to development commencing. The development shall be carried out in accordance with the approved details.</p>	
14.	<p>Each application for a Certificate of Compliance shall include a detailed Operational Environmental Management Plan that shall be submitted to and approved in writing by the Council. The Operational Environmental Management Plan shall include information on the following:</p> <ul style="list-style-type: none"> • measures to deal with accidental pollution and details of any necessary equipment (e.g. spillage kits) to be held on site; • a drainage plan of the site detailing relevant control features that would contain any spilled polluting material and prevent it entering into the surface water drainage system or the water environment; • a scheme to deal with the risks associated with contamination. <p>The development shall thereafter be operated in accordance with the approved details.</p>	
15.	<p>Each application for a Certificate of Compliance shall include a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted. No development shall take place until the strategy has been approved in writing by the Council and, if required, a Verification Report has been submitted and approved, demonstrating completion of any mitigation works carried out and the effectiveness of the remediation, if any. This strategy will include the following components:</p> <ol style="list-style-type: none"> 1 A preliminary risk assessment which has identified: <ul style="list-style-type: none"> • all previous uses; • potential contaminants associated with those uses; • a conceptual model of the site indicating sources, pathways and receptors; and • potentially unacceptable risks arising from contamination at the site. 2 A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3 The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy, if required, giving full details of any remediation measures required and how they are to be undertaken. 4 A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. <p>Any changes to these components require the written consent of the Council. The scheme shall be implemented as approved.</p>	

No	Condition	Applicant response
16.	<p>Prior or in parallel to the first submission of a Certificate of Compliance application on land to the south of the A453 (including earthworks), a strategy for future utilisation of the remaining fly ash resource (comprising pulverised fuel ash (PFA) and furnace bottom ash (FBA)) shall be submitted for the prior approval of the Council. The strategy shall detail how the best and most sustainable use is to be made of the fly ash mineral resource to avoid sterilisation, where reasonably practicable and commercially viable. The approved Fly Ash Strategy must be updated and submitted with each Certificate of Compliance Application on the land to the south of the A453, to demonstrate that the Strategy is being delivered and/or to reflect a material change in circumstances.</p> <p>The development shall be implemented in accordance with the approved details.</p>	
17.	<p>Prior to the first submission of an application for a Certificate of Compliance, a management plan for the Strategic Landscape (indicated on Drawing RBCLDO-ARUP-ZZ-XX-DR-A-0015), Strategic Infrastructure Zones (indicated on Drawing RBCLDO-ARUP-ZZ-XX-DR-A-0013) and public spaces, mobility hubs and surface car parks on Plots F and H (indicated on drawing RBCLDO-ARUP-ZZ-XX-DR-A-0012), including long-term design objectives, management responsibilities and maintenance schedules for all areas, shall be submitted to and approved in writing by the Council. The site shall be managed and maintained in accordance with the approved plan thereafter, unless an amended plan has been first agreed with the Council.</p>	
18.	<p>Each application for a Certificate of Compliance shall demonstrate that the development subject of the application has been designed to ensure that noise levels generated by the operation of the proposed development will not exceed the design target noise levels set out in Volume 2, Chapter 15, Table 15-9 of the Environmental Statement. Should the proposed development exceed those Design Target Noise Levels, a Noise Assessment, setting out proposed noise levels, mitigating factors and an assessment of impact, shall be submitted to and approved in writing by the Council prior to commencement of development. The development shall thereafter be operated within the Target Noise levels or other approved noise levels, and any subsequent plant or equipment installed should also meet those noise levels.</p>	

No	Condition	Applicant response
19.	<p>No development permitted by the LDO shall take place within the area edged in blue on the Potential Gypsum Resource Area Parameter Plan (indicated on Drawing RBCLDO-ARUP-ZZ-XX-DR-A-0021), and infrastructure associated with rail loading of gypsum shall be retained within the Site, for a period of 36 months from the date of adoption of this LDO, unless one of the following conditions is met:</p> <p>4 After the elapse of the first nine months of the above 36-month period, no planning application has been submitted to the mineral planning authority that, if granted, would allow gypsum extraction in that area.</p> <p>5 A planning permission allowing gypsum minerals extraction within that area has not been obtained within the first 24 months of the above 36-month period.</p> <p>6 All the economically viable gypsum in that area has been extracted (and appropriate evidence has been supplied to the Council).</p> <p>Following the expiry of the 36 month period noted above (or earlier if one of the above conditions has been met) development within the area edged in blue on the Potential Gypsum Resource Area Parameter Plan can proceed pursuant to this LDO, and it is no longer a requirement to retain infrastructure associated with rail loading of gypsum.</p>	
20.	<p>Each application for a Certificate of Compliance shall include a Highways Safeguarding Plan that shall be submitted to and approved in writing by the Council in consultation with the relevant consultees. The Highway Safeguarding Plan shall identify the potential physical impacts arising from development plots within the Site which share a physical boundary with the Strategic Road Network The development shall be carried out and maintained thereafter in accordance with the approved Plans.</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) to the property, the immediately adjacent properties and any trees, hedges, accesses and parking at a scale of 1:500			

Document	Yes	No	Applicant notes (i.e. drawing / document references)
or 1:200 with written dimensions, including to the boundaries, positions and spread of trees, the extend 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 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 details of drainage infrastructure to be provided and how this complies with the Surface Water Drainage Strategy prepared to support this LDO (also refer to Condition 13 of the LDO).			

Document	Yes	No	Applicant notes (i.e. drawing / document references)
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 to take into account the requirements of the Site Wide East Midlands Airport Aerodrome Safeguarding Plan, required by Condition 12 of this LDO including, where necessary:</p> <ul style="list-style-type: none"> • A Bird Hazard Management Plan • The scale of development has ensured heights / massing are minimised as far as possible. Construction machinery, including cranes, 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 stage of design to fully consider any impact and mitigation requirements. • 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).			
Community Infrastructure Levy - Notice of Chargeable Development – Applicable only to Retail and Food and Drink uses.			
Plot Specific Travel Plan (if required under Condition 10) – The Travel Plan shall respond to			

Document	Yes	No	Applicant notes (i.e. drawing / document references)
<p>the Ratcliffe-on-Soar Site Wide Travel Plan Framework and shall include the following:</p> <ul style="list-style-type: none"> Hourly break-down of estimated vehicle trips to and from the development during the day. Where relevant, timings of shift change over shall be highlighted A summary of the cumulative trips per hour generated by both the proposed development and other developments which have been awarded Certificates of Compliance 			
<p>Highway Safeguarding – A report, with reference to appropriate drawings, demonstrating that the development has been designed with regard to the safeguarding requirements of National Highways including, where necessary:</p> <ul style="list-style-type: none"> Surface water drainage shall not be connected to highway drainage networks Any proposed solar PV installation includes a glint and glare assessment to demonstrate that the installation will not distract drivers using the highway Excavation and landscaping works shall not undermine the highway Buildings shall not be located within the fall distance of the highway, unless otherwise approved by National Highways Fencing, screening, planting and other structures shall be located so they can be maintained without encroachment onto the highway or adjacent properties. 			
<p>*Code of Construction Practice (see also Note 1 at the foot of this table) – As required by Condition 7 and as specified in the Mitigation Checklist at Appendix C.</p>			
<p>Archaeological Remains Management Plan: Outline Mitigation Strategy (ARMP:OMS) and WSAI – As required by Condition 8 and Mitigation Checklist at Appendix C</p>			
<p>Operational Environmental Management Plan – As required by Condition 14</p>			
<p>A Remediation Strategy for contamination – As required by Condition 15</p>			
<p>Fly Ash Strategy – Updated report as required by Condition 16</p>			

Note 1. If details known at time of application. Where contractor specific details are not known, this should be identified on the checklist and any Certificate of Compliance that is issued would be conditional on this information being submitted and approved by the Council prior to commencement.

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 confirms 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
Parameter Plans and Design Guide Checklist (Section 7 of Application Form) and Drawings	<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. 	Environment Statement Vol 4 Appendix 20-1	With each application for a Certificate of Compliance

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 and 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, Clifton Park and Ride site 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. A package of highway mitigation measures agreed with National Highways and Local Highway Authorities. Improving the western (Parkway) highway access to the Site. Improving the West Leake Lane access to formalise the junction layout to accommodate proposed traffic flows. Contribution to cycle and footway improvements for cycle and pedestrian routes accessing the Site and East Midlands Parkway Station. Contribution to a traffic management study for local roads around Ratcliffe-on-Soar, Kingston-on-Soar (including Kegworth Road, Gotham Road and West Leake Lane), East Leake and West Leake and implementation of proposed recommendations. Appointing a Site Wide Travel Plan Coordinator to promote and implement the Site Wide Travel Plan. 	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 Local Development Order and Statement of Reasons document. 	Environmental Statement	
Code of Construction Practice (CoCP)	<ul style="list-style-type: none"> Construction Traffic Management Plan. 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. 	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"> • 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. • 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 Plot Specific Travel Plan. • <u>Preparation of a Sustainable Transport Strategy.</u> 	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 in this appendix;
- 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 the 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 30 years, through preparation of a Biodiversity Net Gain Plan.
- 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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**Appendix 2: Draft Ratcliffe on Soar Local Development
Order Parameter Plans(July 2023)**

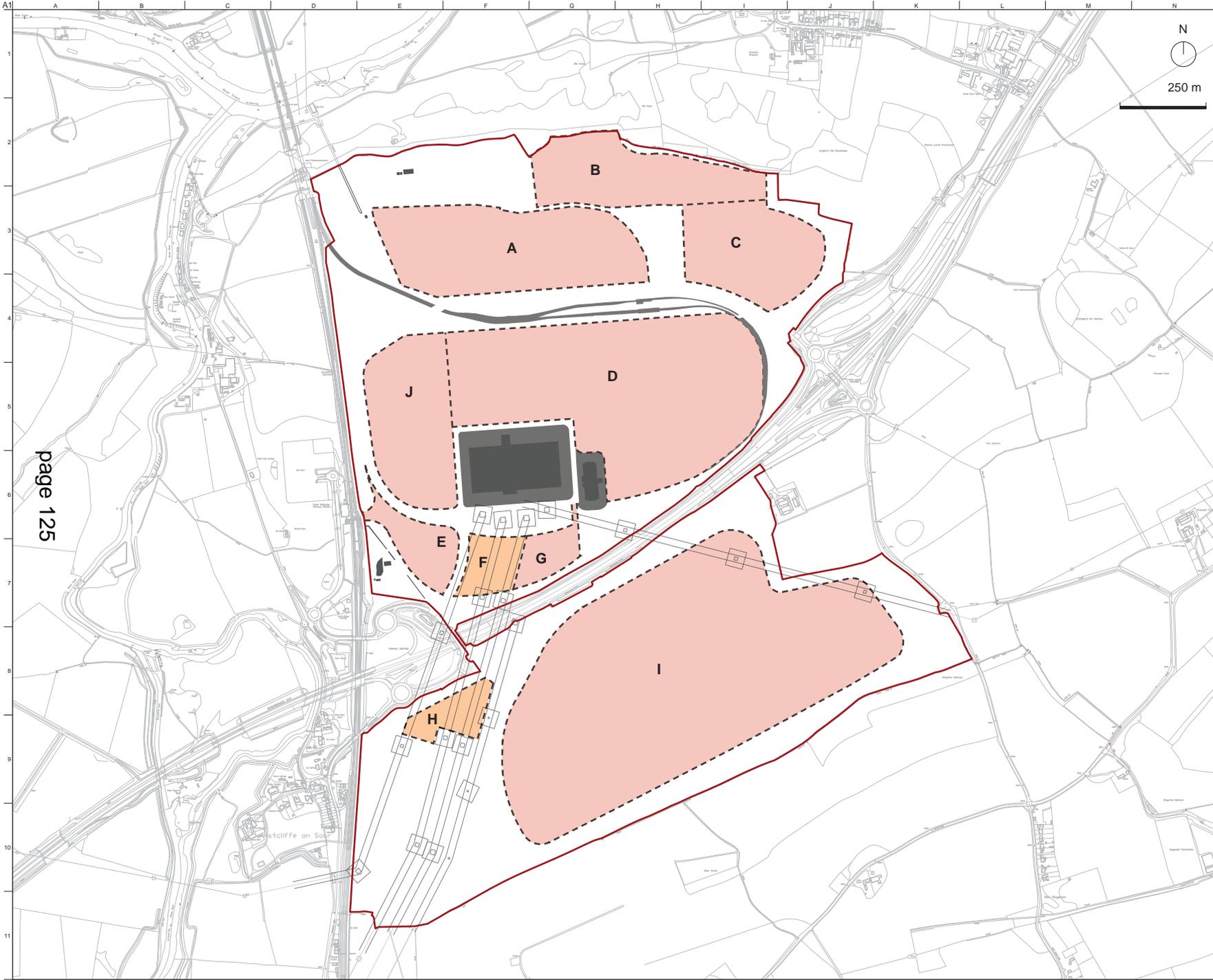
RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



page 124

PARAMETER PLANS

JULY 2023



page 125

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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

Issue	Date: 20/06/22	By: MS	Chkd: DM	Apprd: MR
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Job Title
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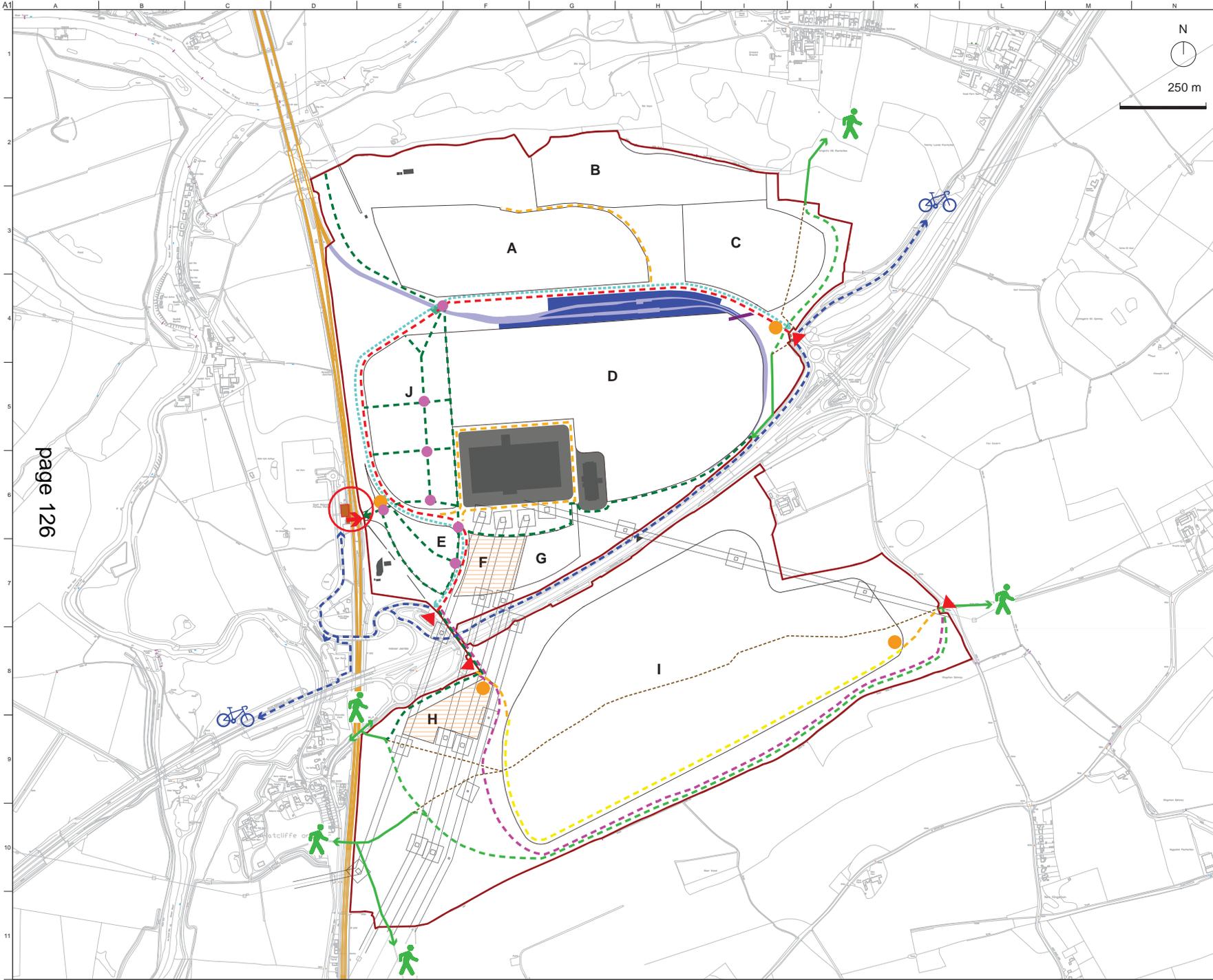
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 Parameter Plans: Development Plots

Scale at A1: 1:5000 (1:10000 at A3)

Discipline: Architecture

Job No: 283253-03 FOR PLANNING

Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0011 Issue: R2



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- Legend:**
- LDO Boundary
 - Existing retained plots
 - ▤ Existing pylons
 - National Rail line
 - Uniper private freight rail line to be retained
 - Proposed rail siding
 - Proposed development plots
 - ▤ Existing retained site entrances
 - ▤ Existing access for construction purposes only (very occasional use) to be retained
 - East Midlands Parkway Station
 - ⊕ Proposed direct pedestrian access from East Midlands Parkway Station
 - Primary vehicle route, with off-road shared footway/cycleway and integrated landscaping
 - Secondary vehicle route, with off-road shared footway/cycleway
 - Indicative vehicle route through development plot, with off-road footway/cycleway
 - Indicative route for diverted PROW.*
 - Retained PROW
 - Closed PROW
 - Proposed new cycleway
 - Indicative network of pedestrian routes. Exact location to be coordinated with final location of buildings
 - Retained existing cycleway/footway
 - Area safeguarded for potential future connection to public tram
 - Mobility hub
 - Surface-level car parking plots**
 - Potential Public Spaces
- * Diversion will be subject to a formal application and approval under S257 of the Town & Country Planning Act 1990.
 ** As well as the dedicated parking plots F and H, car parking is primarily to be provided on a plot by plot basis, within the development plots.
- | | | | | |
|-------|----------------|--------|----------|-----------|
| Issue | Date: 26/05/22 | By: MS | Chnl: DM | Apprd: MR |
|-------|----------------|--------|----------|-----------|

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Job Title
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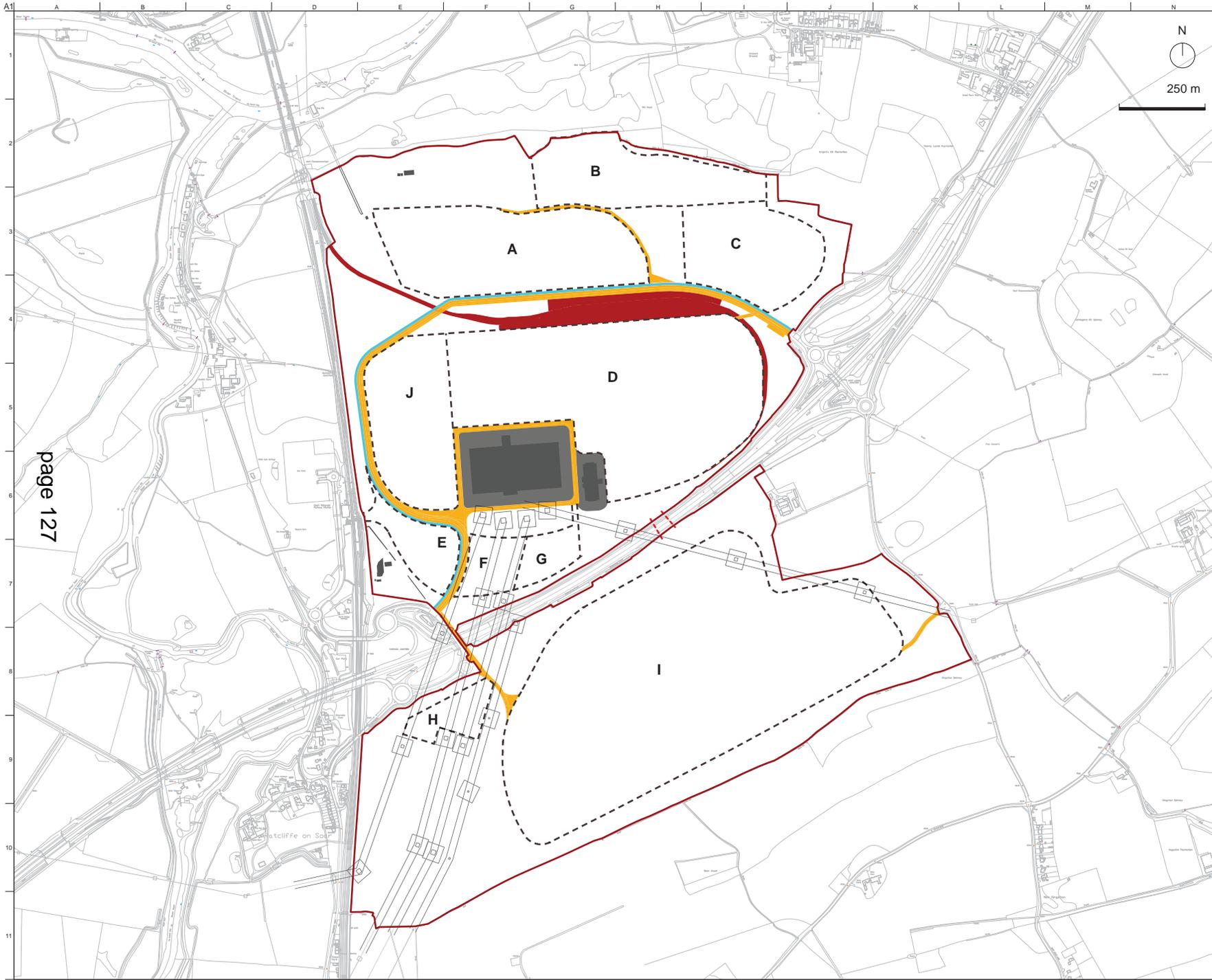
Drawing Title
 Parameter Plan:
 Access and Circulation

Scale at A1 1:5000 (1:10000 at A3)

Discipline Architecture

Job No. 283253-03 FOR PLANNING

Drawing No. RBCLDO-ARUP-ZZ-XX-DR-A-0012 Issues R5



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- Legend:**
- LDO Boundary
 - Existing retained plots
 - Existing pylons
 - Proposed development plots
 - Areas for infrastructure (including roads, service corridors, landscaped pedestrian and cycle routes), and necessary mobility hubs as indicated on the Access and Circulation drawing (reference RBCLDO-ARUP-ZZ-XX-DR-A-0012)
 - Freight rail line and associated service/loading yards
 - 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. For more information please refer to the following proposed services drawings:
 - RBCLDO-ARUP-ZZ-XX-DR-CU-0011 Proposed Potable Water Layout
 - RBCLDO-ARUP-ZZ-XX-DR-CU-0012 Proposed HV Electricity Layout
 - RBCLDO-ARUP-ZZ-XX-DR-CU-0013 Proposed Communication Ducting Layout
 - RBCLDO-ARUP-ZZ-XX-DR-CU-0014 Proposed Foul Drainage Layout

Issue	Date: 20/06/22	By: MS	Chkd: DM	Apprd: MR
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Job Title
Ratcliffe-on-Soar Local Development Order

Drawing Title
Parameter Plan:
Strategic Infrastructure Zones

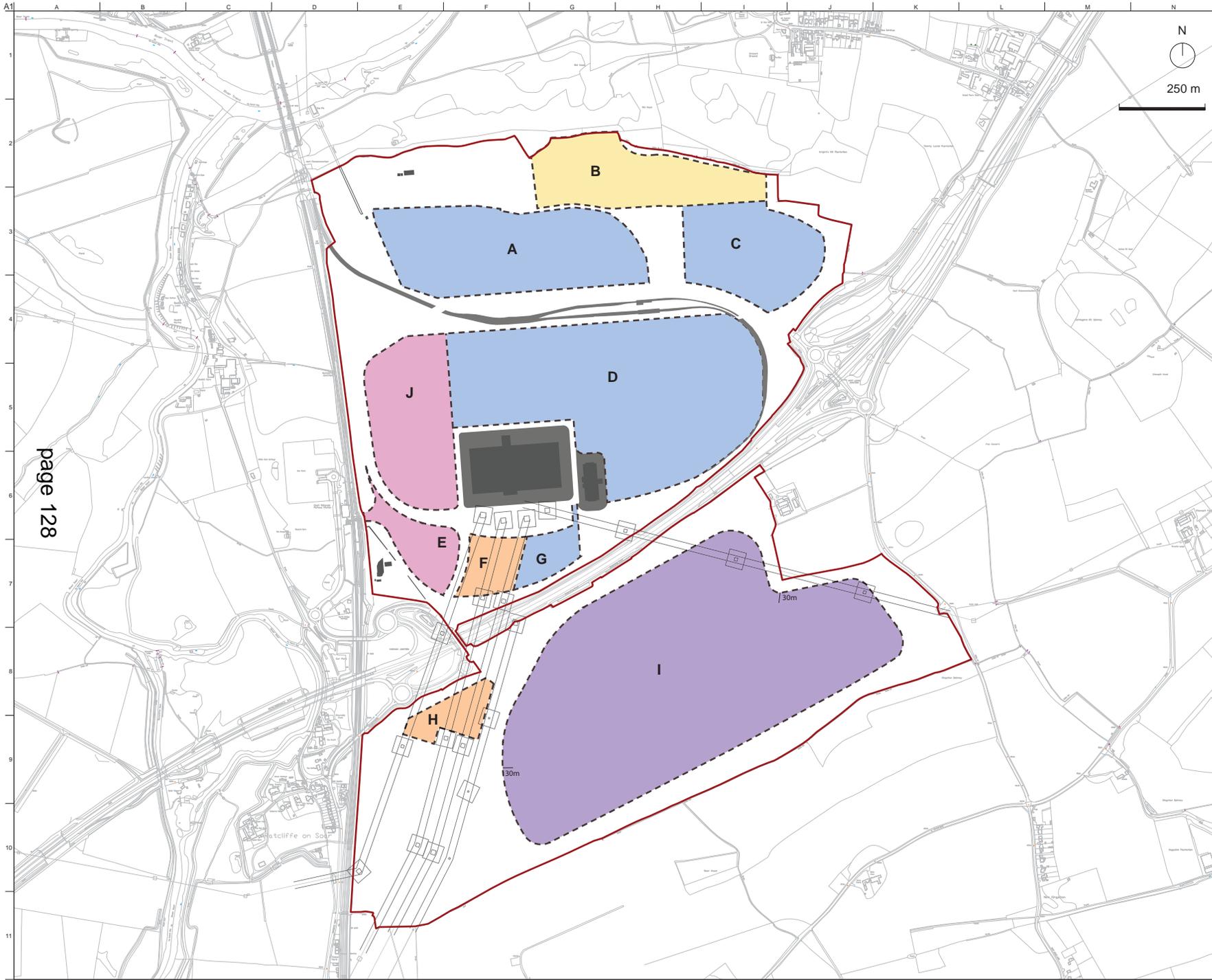
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Discipline
Architecture

Job No.
283253-03 FOR PLANNING

Drawing No.
RBCLDO-ARUP-ZZ-XX-DR-A-0013

Issue
R2



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- Legend:**
- LDO Boundary
 - Existing retained plots
 - ▤ Existing pylons
 - ▬ Existing retained freight rail
 - - - Proposed development plots
 - Permitted uses are: Energy Generation & Storage, Advanced Manufacturing & Industrial (Class B2 and E (g) (iii)), Data Centre, Logistics (Class B8)*, Research & Development (Class E (g) (ii)), Education/Skills/Training (Class F1 (a))
 - Permitted uses are: Energy Generation & Storage, Advanced Manufacturing & Industrial (Class B2 and E (g) (iii))
 - Permitted uses are: Energy Generation & Storage, Advanced Manufacturing & Industrial (Class B2 and E (g) (iii)), offices (Class E (g) (ii)), Education/Skills/Training (Class F1 (a)), and community hub providing complementary services for site occupiers, including active travel mobility centre, small scale retail (Class F2), food and beverage facilities, a creche or children's nursery (Class E (f)), a gym or fitness facility (Class E (d)) and hotel (Class C1).
 - Car parking only
 - Ground-mounted solar power generation only

* a maximum total of 180,000 m² of Logistics uses is permitted

Issue	Date	By	Chnl	Appr
	20/06/22	MS	DM	MR

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Site Title
Ratcliffe-on-Soar Local Development Order

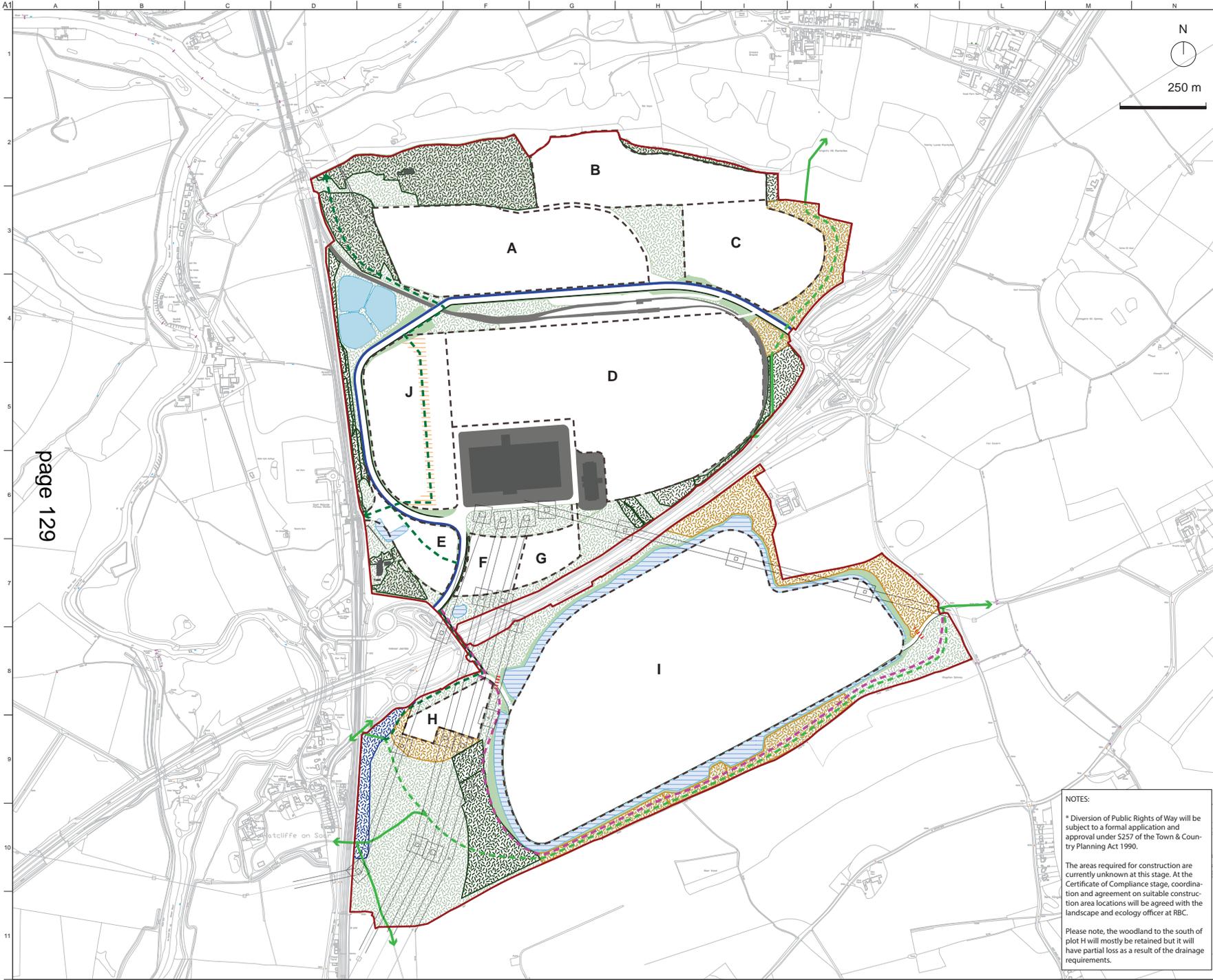
Drawing Title
Parameter Plan:
Permitted Uses

Scale at A1 1:5000 (1:10000 at A3)

Discipline Architecture

Job No. 283253-03 FOR PLANNING

Drawing No. RBCLDO-ARUP-ZZ-XX-DR-A-0014 Issue R4



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- Legend:**
- LDO Boundary
 - Existing retained plots
 - Existing pylons
 - Existing retained freight rail
 - Proposed development plots
 - Landscape areas identified for retention and ancillary services. Potential for enhancement or habitat creation
 - Indicative area for potential landscaped pedestrian routes through development plots
 - Existing retained water features
 - Proposed water attenuation features
 - Retained PRoW
 - Indicative routes for diverted PRoW* Precise route to be coordinated with ecologists to mitigate negative impacts on landscape
 - Proposed new cycleway
 - Indicative network of pedestrian routes. Exact location to be coordinated with final location of buildings
 - Indicative location for potential mammal tunnels
 - Landscape along infrastructure corridor
 - Hedgerows and low-level planting along corridor safeguarded for potential future tram
 - Biodiverse planting alongside pedestrian routes
 - Embankments with suitable low-level planting
 - Environmental mitigation features
 - Existing vegetation required to be retained for visual screening and ecological value
 - Proposed tree planting for visual screening and habitat replacement (to consider constraints of overhead cables where applicable)
 - Area of low-level scrub buffer with gaps to be retained to maintain views from Ratcliffe-on-Soar

Issue	Date	By	Chkd	Apprd
	20/06/22	MS	DM	MR

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Client
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Job Title
Ratcliffe-on-Soar Local Development Order

Drawing Title
Parameter Plan:
Strategic Landscape

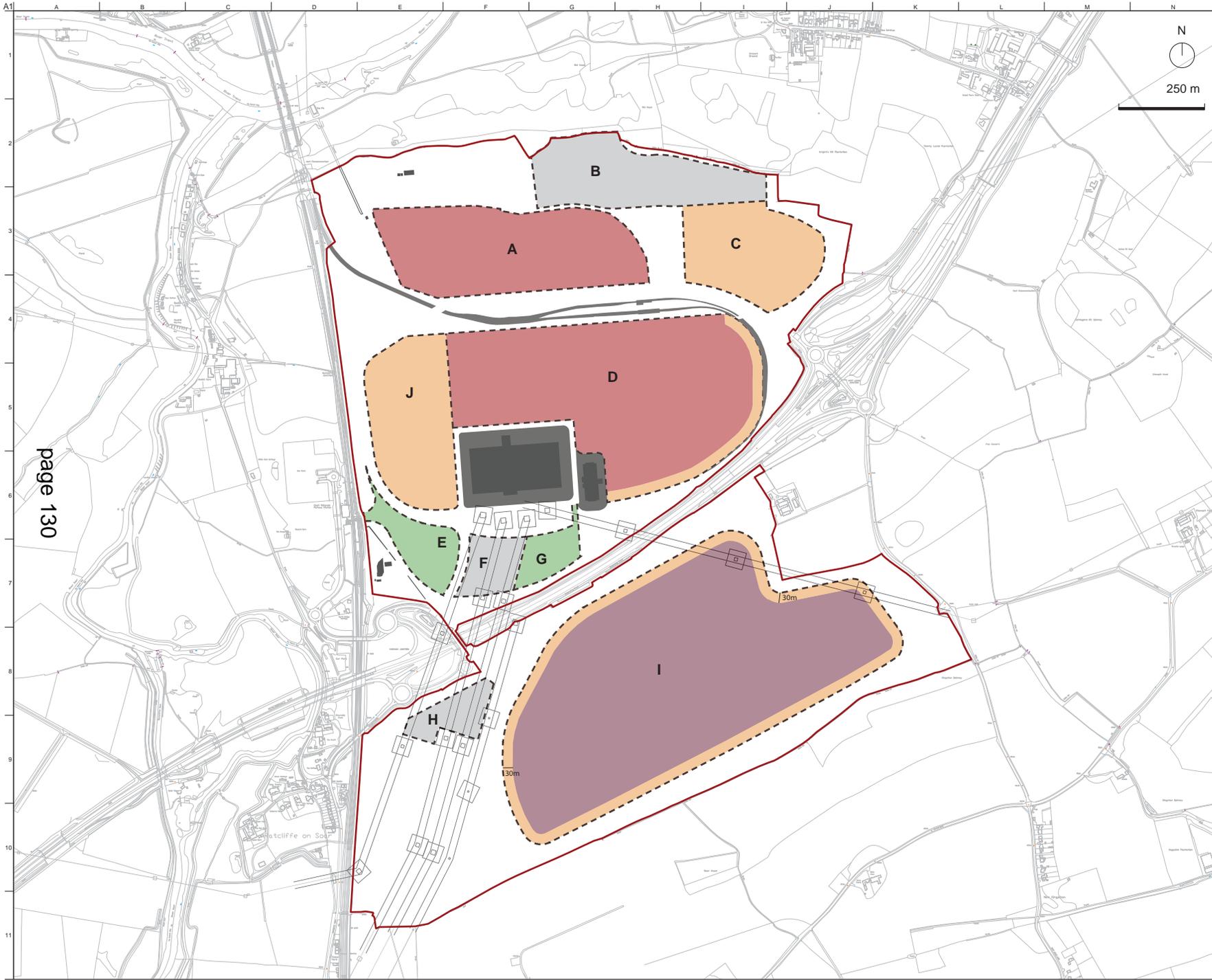
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Discipline Architecture
Job No 283253-03 FOR PLANNING
Drawing No RBCLDO-ARUP-ZZ-XX-DR-A-0015 Issue R3

NOTES:

* Diversion of Public Rights of Way will be subject to a formal application and approval under S257 of the Town & Country Planning Act 1990.

The areas required for construction are currently unknown at this stage. At the Certificate of Compliance stage, coordination and agreement on suitable construction area locations will be agreed with the landscape and ecology officer at RBC.

Please note, the woodland to the south of plot H will mostly be retained but it will have partial loss as a result of the drainage requirements.



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Legend:

- LDO Boundary
- Existing retained plots
- Existing pylons
- Existing retained freight rail
- Underground power cables
- Proposed development plots
- Up to 20 m ridge height from FFL*
- Up to 30 m ridge height from FFL*
- Up to 30m ridge height from FFL*. In no more than 20% of the plot, buildings with ridge height up to 40m from FFL* may be permitted, provided that it is demonstrated that the additional height is necessary to accommodate the manufacturing/industrial process (see Design Guide Principle BH2).
- Up to 40 m ridge height from FFL*
- 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. Small ancillary single storey buildings will be permitted to serve the solar energy generation farm or surface level car parking uses in these areas.

* 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)

** 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: 2019/02/22	By: MS	Chnl: DM	Apprd: MR
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Client:
Rushcliffe Borough Council

Job Title:
Ratcliffe-on-Soar Local Development Order

Drawing Title:
Parameter Plan:
Maximum Heights

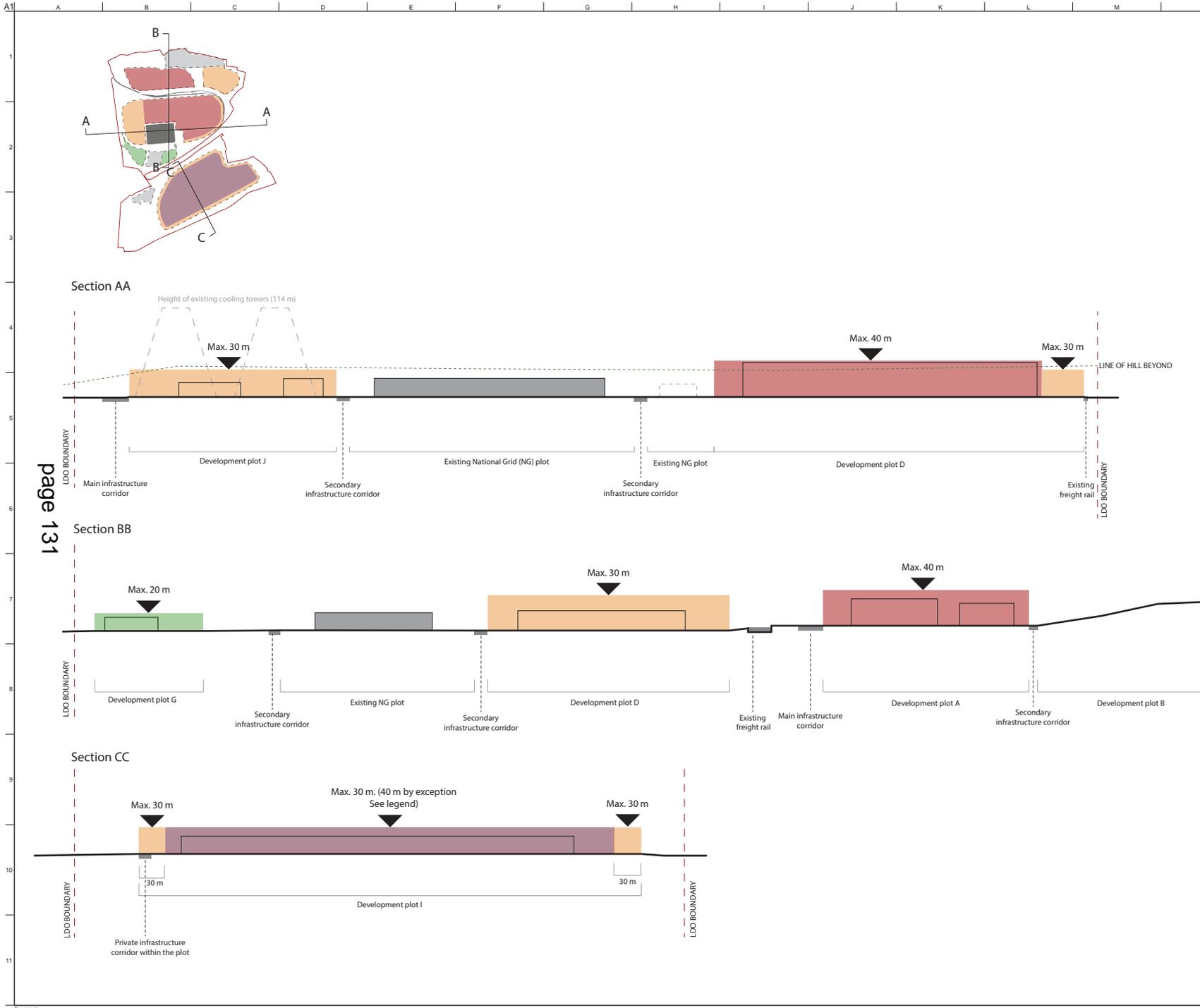
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Discipline: Architecture

Job No: 283253-03

Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0016

Issue: R4



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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*
- Up to 30m ridge height from FFL*. In no more than 20% of this area, buildings with ridge height up to 40m from FFL* may be permitted, provided that it is demonstrated that the additional height is necessary to accommodate the manufacturing/industrial process.
- 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	Apprd: MR
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Client
Rushcliffe Borough Council

Job Title
Ratcliffe-on-Soar Local Development Order

Drawing Title
Parameter Plan:
Site Sections

Scale at A1
1:2000 (1:4000 at A3)

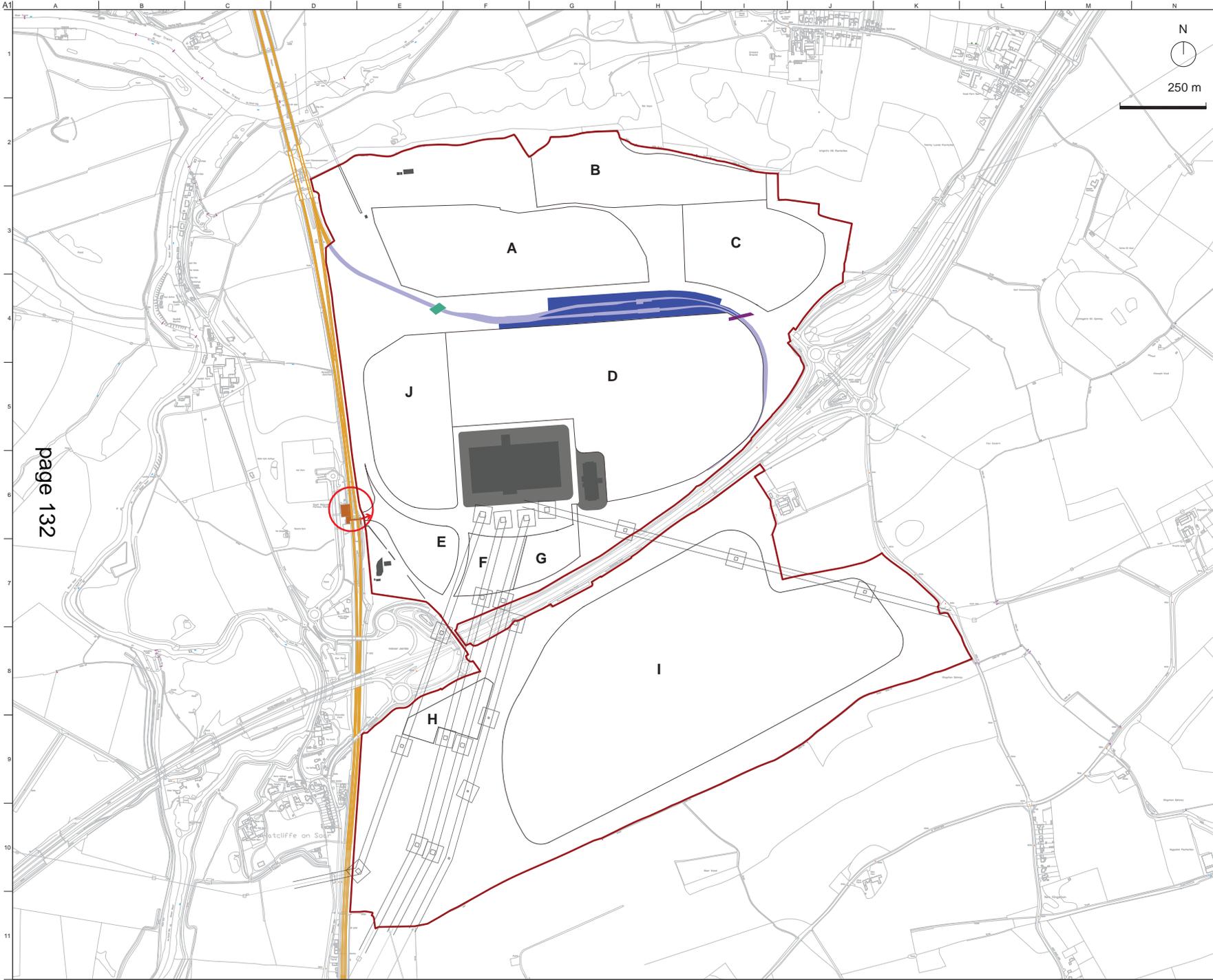
Discipline
Architecture

Job No.
283253-03

Drawing Status
FOR PLANNING

Drawing No.
RBCLDO-ARUP-ZZ-XX-DR-A-0017

Issue
R4



page 132

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- Legend:**
- LDO Boundary
 - Existing retained plots
 - Existing pylons
 - Proposed development plots
 - National Rail line
 - Section of Uniper private freight rail line that is to be retained
 - Proposed rail siding
 - Retained existing bridge
 - Bridge
 - East Midlands Parkway Station and footbridge
 - ➔ Proposed direct pedestrian access from East Midlands Parkway Station

Issue	Date: 05/05/22	By: MS	Chkd: DM	Appd: MR
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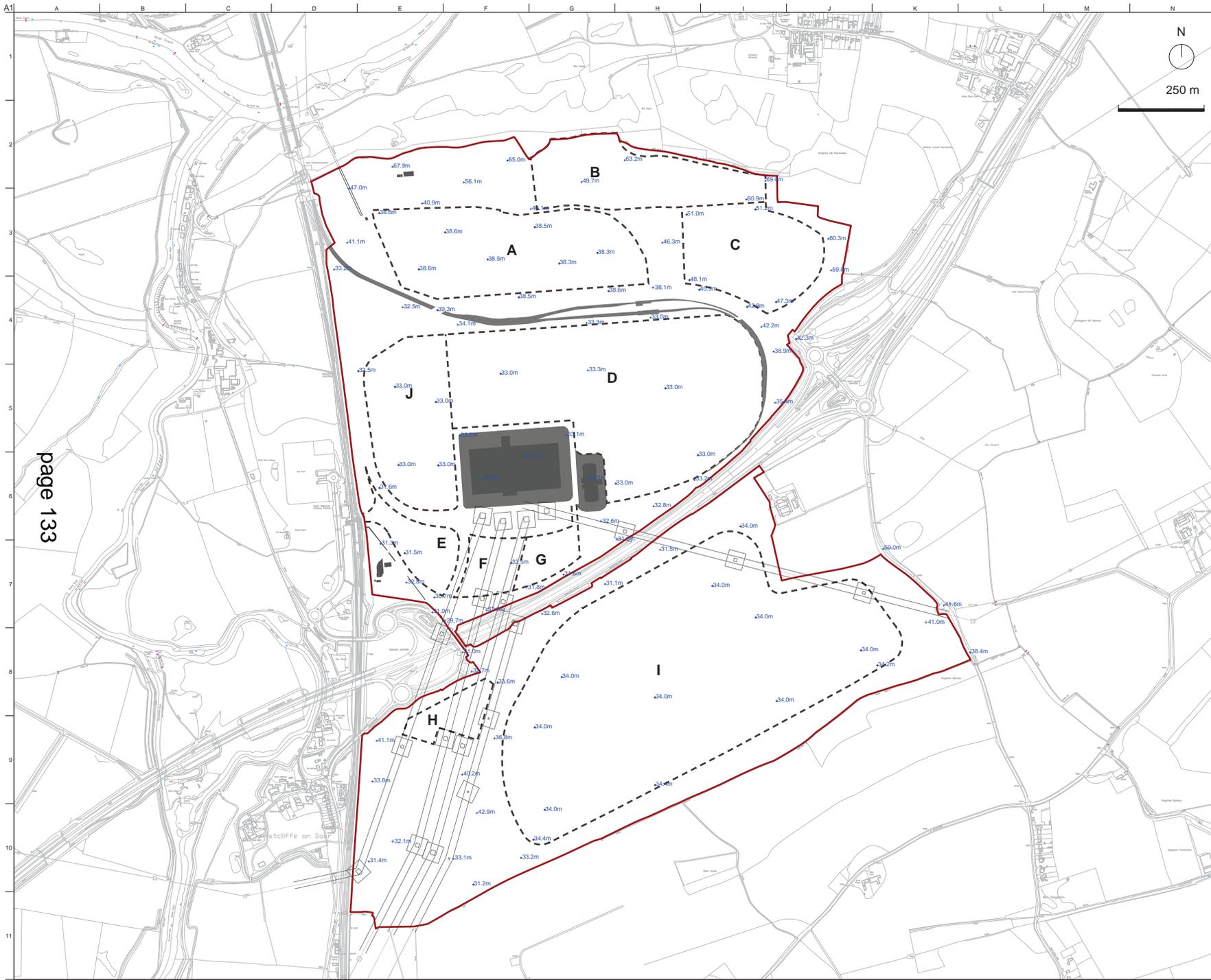
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Client
 Rushcliffe Borough Council

Job Title
 Ratcliffe-on-Soar Local Development Order

Drawing Title
 Parameter Plan:
 Rail Information

Scale at A1: 1:5000 (1:10000 at A3)
 Discipline: Architecture
 Job No: 283253-03 FOR PLANNING
 Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0018 Issue: R3



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Legend:

- LDO Boundary
- Existing retained plots
- Existing pylons
- Existing retained freight rail
- Proposed development plots
- +00.00 Proposed site levels

NOTE: Levels are quoted in metres above ordnance datum and indicate the Finished Floor Level (FFL) of developments on plots. In developing detailed proposals for individual plots, variation from the levels shown on this plan will be permissible subject to buildings not exceeding the maximum permissible height and flood risk and drainage principles being maintained.

Issue	Date: 05/05/22	By: MS	Chkd: DM	Apprd: MR
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Job Title
Ratcliffe-on-Soar Local Development Order

Drawing Title
Parameter Plan:
Proposed Site Levels

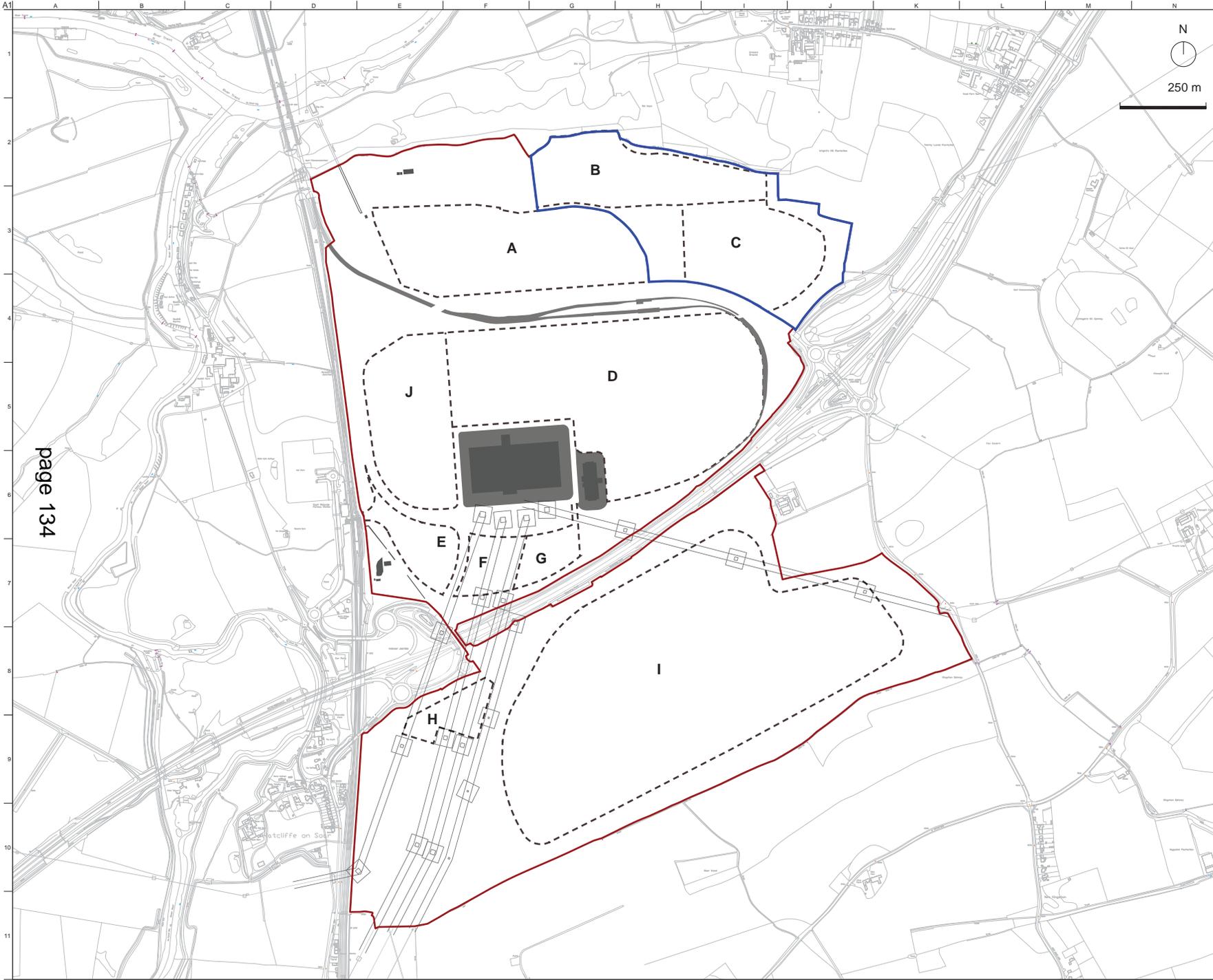
Scale at A1 1:5000 (1:10000 at A3)

Discipline
Architecture

Job No.
283253-03 FOR PLANNING

Drawing No.
RBCLDO-ARUP-ZZ-XX-DR-A-0019

Block
R3



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Legend:

- LDO Boundary
- Existing retained plots
- Existing pylons
- Existing retained freight rail
- Potential Gypsum Resource Area

*Plots labelled A-J as named and referred to in the Design Guide

Issue	Date: 02/03/23	By: MS	Chnl: DM	Appot: MR
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Client
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Job Title
 Ratcliffe-on-Soar Local Development Order

Drawing Title
 Parameter Plans:
 Potential Gypsum Resource Area

Scale at A1: 1:5000 (1:10000 at A3)
 Discipline: Architecture
 Job No: 283253-03 FOR PLANNING
 Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0021
 Issue: R2

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**Appendix 3: Draft Ratcliffe on Soar Local Development
Order Design Guide (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER

DESIGN GUIDE



Rushcliffe
Borough Council

JULY 2023
page 138

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:



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.



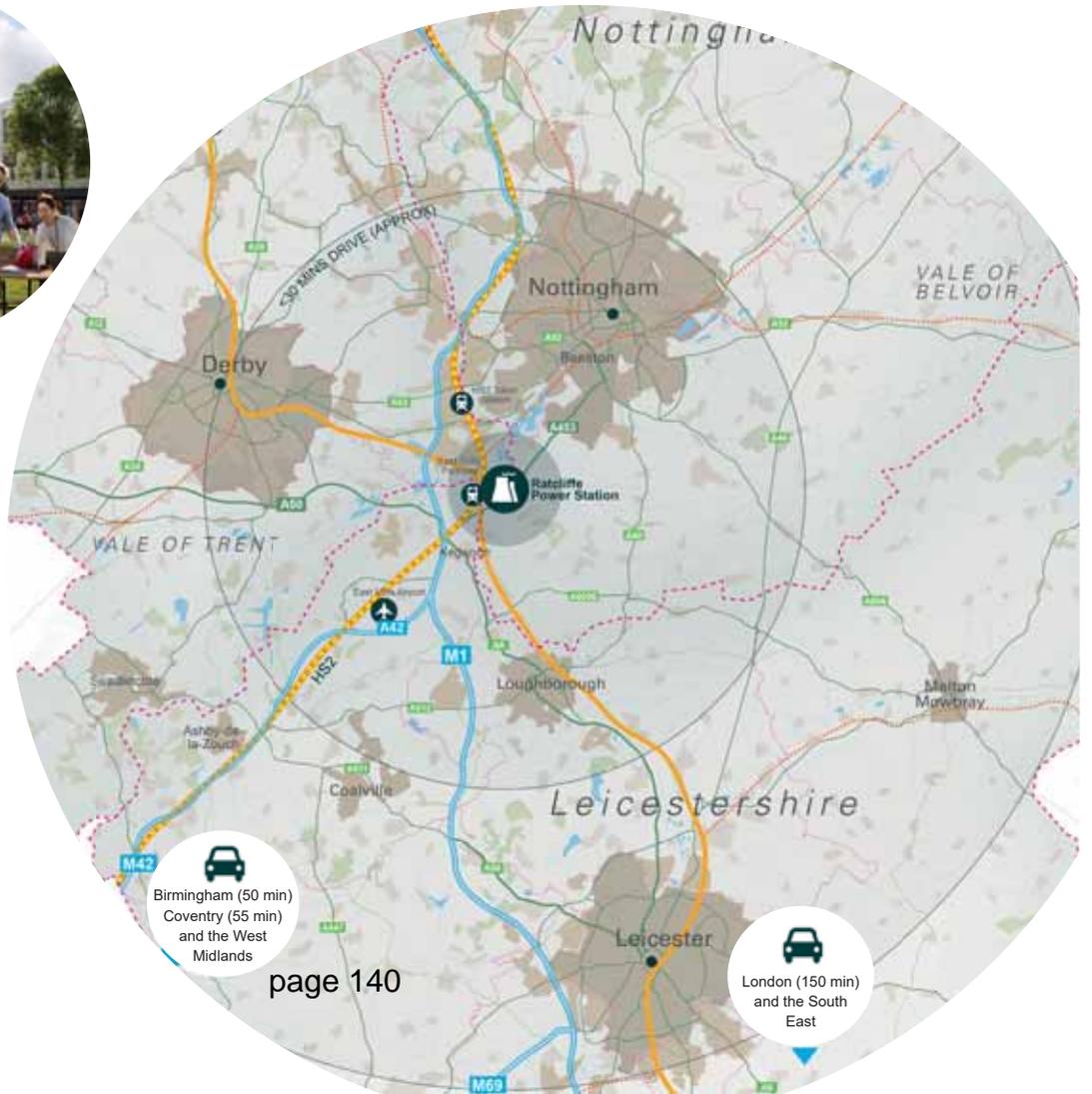
A wide range of flexible, fully serviced plots and infrastructure to suit businesses of all scales.



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.




Birmingham (50 min)
Coventry (55 min)
and the West
Midlands


London (150 min)
and the South
East

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 East Midlands Parkway Station (and potential future HS2 Station); beyond this is agricultural land and the River Soar, with the M1 Junction 24 about 3 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

■ Biodiversity areas

*Note:

- Refer to the LDO "Topography Plan" for more detailed information about existing topography and "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.

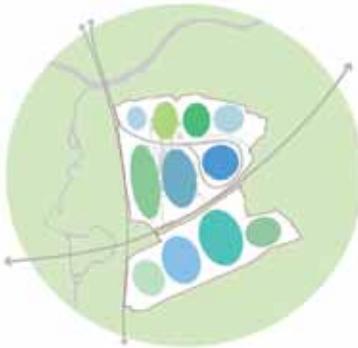
The site will become a centre for:

- 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.

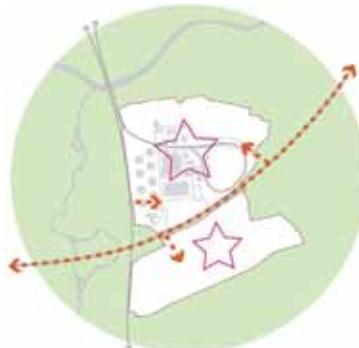
By co-locating these uses, energy and materials will be used in a more sustainable way. By clustering different industries and maximising connectivity to nearby towns and cities, a hub will be created for highly skilled jobs. Through agglomeration and links to universities, there could be a cross-fertilisation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

The principles behind the Design Guide and associated masterplan are to:

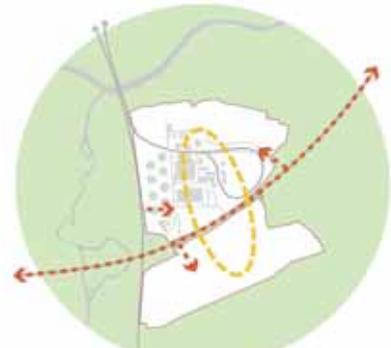
- Improve the quality of the environment.
- Maximise accessibility by making positive connections to the adjacent road, railway networks, and public rights of way.
- Concentrate development to exploit the availability of electrical power.
- Create large and flexible development plots which will accommodate future industry needs - targeting factories that will help the UK to become net zero carbon, 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.



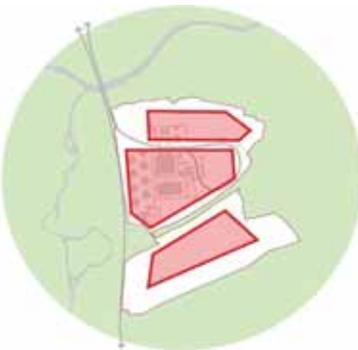
1. A home for a diversity of similar uses



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 floorspace. - 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. Advanced manufacturing producing technology or using technology to deliver the net-zero transition.
2. Produce, store and/or manage low-carbon and green energy.
3. Provide high-quality employment, well paid, highly skilled jobs.
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

Battery or electric vehicle manufacture, products or components designed to produce low-carbon energy or reduce carbon emissions, businesses using carbon zero energy or utilising technology to achieve net zero manufacturing.

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.

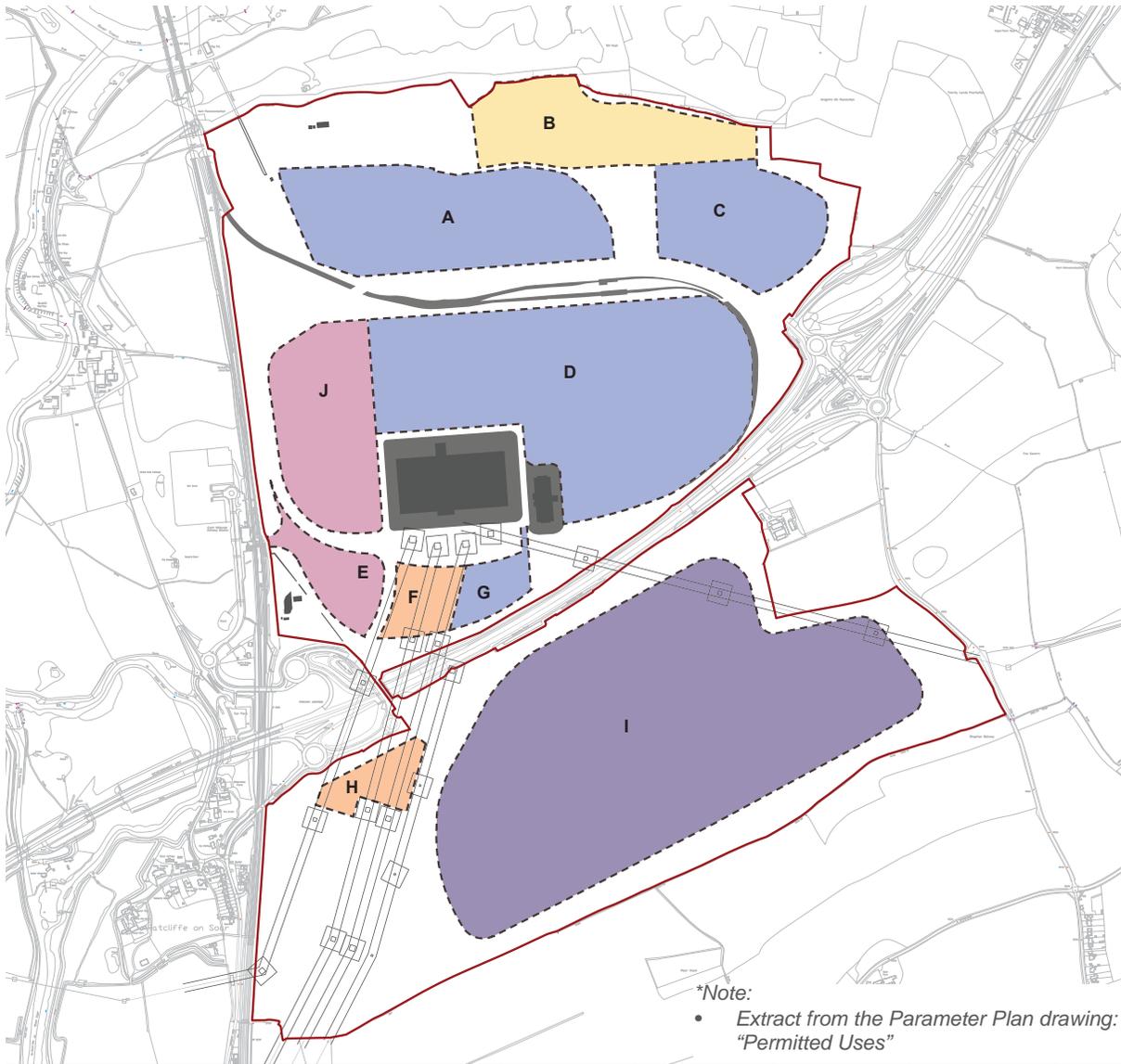
Battery storage.

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.



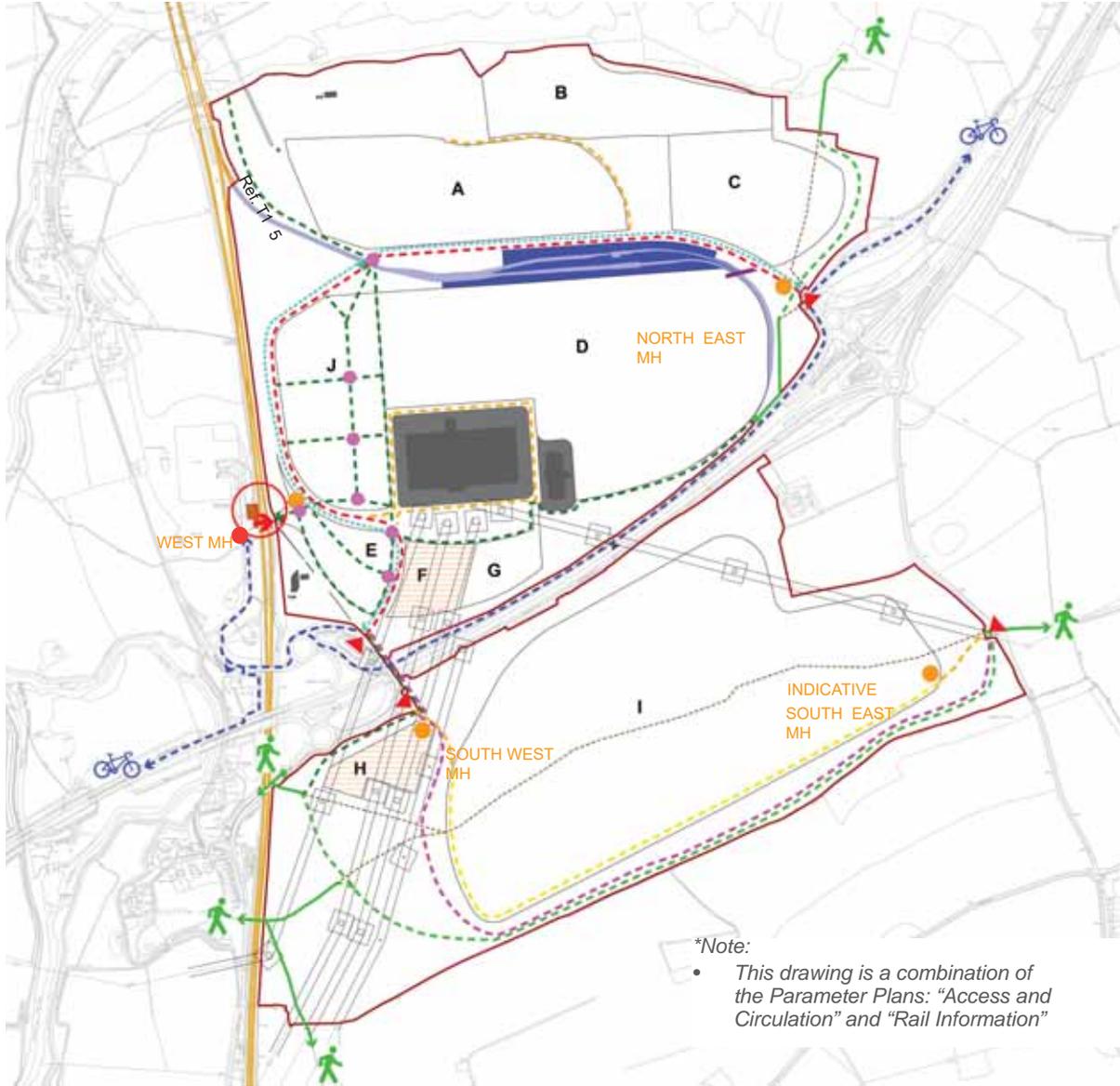
	A	B	C	D	E	F	G	H	I	J
Energy Generation & Storage (Class Sui Generis)	✓		✓	✓	✓		✓		✓	✓
Ground-Mounted Solar Power Generation		✓								
Advanced Manufacturing & Industrial (Class B2 & E (g) (iii))	✓		✓	✓	✓		✓		✓	✓
Data Centres (Class B8/Sui Generis)	✓		✓	✓	✓		✓		✓	✓
Logistics (Class B8)	✓		✓	✓			✓			
Research & 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.	<ol style="list-style-type: none"> 1. Building layouts in the shape of orthogonal blocks running parallel or perpendicular to streets and public realm areas.
LU 2	<p>Locate public face for buildings, onto streets and pedestrian routes, and amenity areas.</p> <p>Locate plant, storage yards, and external servicing equipment out of sight from public realm areas.</p>	<ol style="list-style-type: none"> 1. Buildings generally to be placed at the front edge of the 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.	<ol style="list-style-type: none"> 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 complementary 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). These plots will suit a mixed-use, campus style development with higher employment densities which will benefit from the proximity to the station. • 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; 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.	<ol style="list-style-type: none"> 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 around entrances and higher quality landscape areas 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. 7. The secure edges to plots need to be carefully designed to create attractive environments and ensure that the key public spaces are addressed through focusing activity, entrances, and higher quality landscape design.
LU 5	Create an attractive, well designed approach from principal highway and rail entrances into the site (Plots J, E & G).	<ol style="list-style-type: none"> 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.	<ol style="list-style-type: none"> 1. With the exception of Plot F, on Plots A-G demonstrate that the proposed development meets at least one of the "Characteristics of acceptable uses" in the middle table on page 11. 2. Demonstrate that the proposed development on Plot I meets criterion 1 or 2 of the "Characteristics of acceptable uses" in the middle table on page 11. 3. Maximise use of renewable or low-carbon energy such as solar panels. 4. Demonstrate the energy efficiency of the building. 5. Provide energy storage options, where appropriate. 6. Provide products and services that accord with the vision of the industrial park and have a synergy with nearby uses. 7. 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.	<ol style="list-style-type: none"> 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.



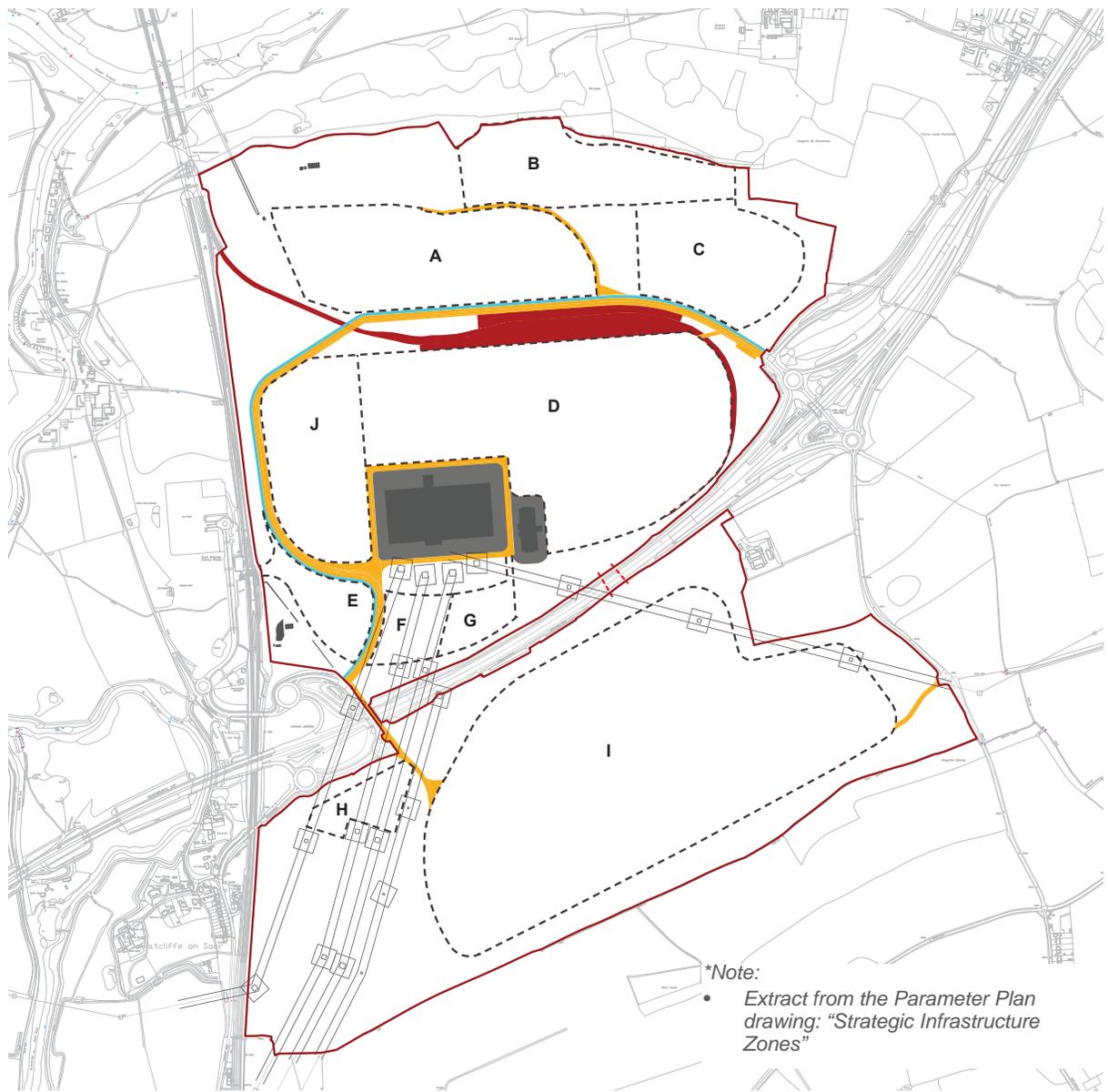
- | | | | | | |
|--|-----------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------------------------------------------------------------|--|---------------------------------------------------------------------------|
| | LDO Boundary | | Secondary vehicle route, with off-road shared footway/cycleway | | Mobility transport hub (MH) |
| | Existing, fixed plots | | Indicative private vehicle route through development plot, with off-road footway/cycleway | | Potential Public Spaces |
| | Pylons | | Indicative route for diverted PRoW (precise route to be coordinated with ecologists to mitigate negative impacts) of landscape) | | Designated surface-level car parking plots in addition to on-plot parking |
| | Existing retained freight rail | | Retained PRoW | | National Rail |
| | Proposed development plots A to J | | Proposed new cycleway | | Proposed rail siding |
| | Proposed access to East Midlands Parkway Station | | Retained existing cycleway/footway | | Retained existing bridge |
| | Primary vehicle route, with off-road shared footway/cycleway and integrated landscaping | | Area safeguarded for potential future contribution to public tram | | Bridge |
| | Site entrances | | Network of pedestrian routes | | East Midlands Parkway Station and footbridge |
| | Station entrance | | | | |

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, continuous, and direct routes for pedestrians and cyclists, as outlined in the illustrative infrastructure corridors on page 19. Design safe road, pedestrian, cycle 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, Clifton Park and Ride site, and any public buses or on-site shuttle buses. Enable easy, direct pedestrian and cycle access from East Midlands Parkway to promote sustainable modes of travel. 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 (PRoW) 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	<p>Provide mobility transport hubs particularly at key arrival points and where routes come together as 'place making nodes'.</p> <p>Mobility hubs to include: public or shuttle bus stops, access to bicycles and e-scooters.</p>	<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 and SuDS. Provide a bus stop within 400 m of the entrance to buildings where possible. Bus stop to be integrated with the site shuttle bus operation.
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 and main access points.
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 micro-mobility 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
- 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 (7.4 m minimum 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 has been reduced by adopting a fabric first approach and that options for utilising energy and/or residual heat across the site and between uses has been explored and, where applicable, ensure that appropriate infrastructure is installed to maximise this potential. 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. 2. Cycleway to be two-way off-carriageway design, in accordance with Local Transport Note LTN 1/20.
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, in a manner that also supports high-quality public spaces, focusing on key areas. 4. Make use of water reuse/rainwater harvesting techniques.

Infrastructure and Services

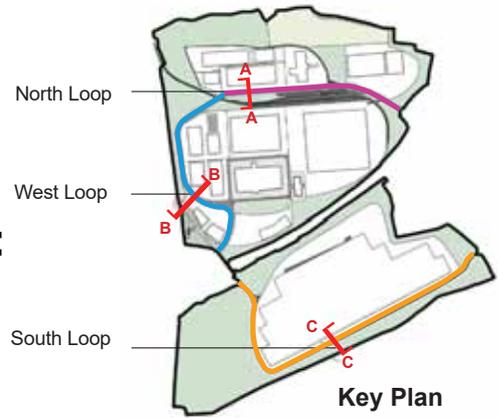
Ref	Design principle	Key Criteria
IS 5	Infrastructure and utilities to be designed to allow for ease of maintenance and existing utilities and infrastructure to be safeguarded	<ol style="list-style-type: none"> 1. Provide separated service corridors and main road access to allow maintenance access without 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. 4. Demonstrate that existing utility and infrastructure assets, including above- and below-ground electricity lines, are safeguarded and that any required approvals or wayleaves are obtained and any easements or stand-off distances are complied with.
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. 2. Businesses should work together to create “closed loop” systems for materials where possible, to reduce waste.
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.

Infrastructure Corridor Guidance

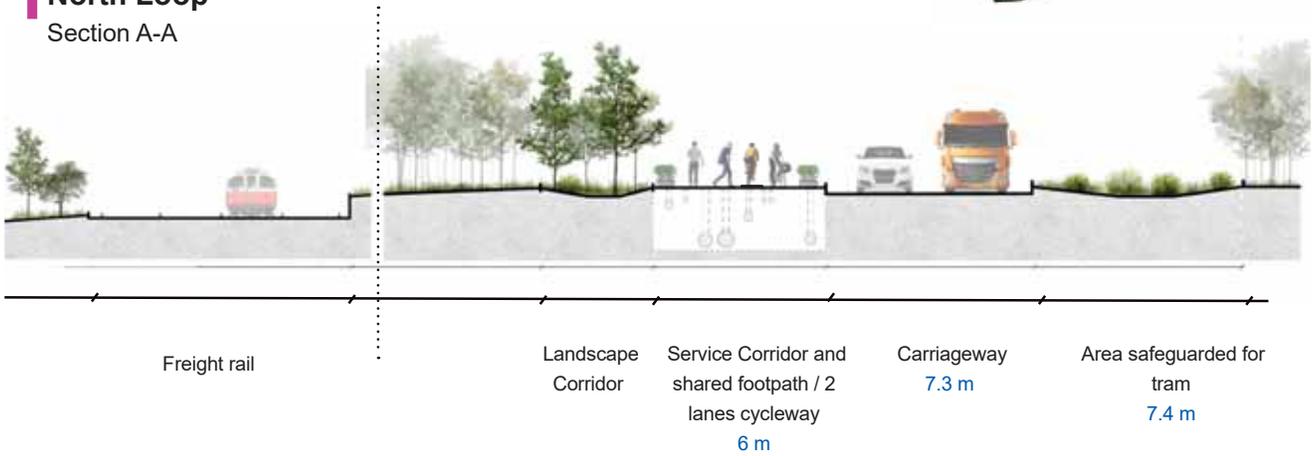
The infrastructure corridor combines the main infrastructure and circulation for the site, in an efficient route connecting all development plots and main site entrances. The following points offer further guidance on ways to use this designated infrastructure corridor to create a unified site. A further 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.

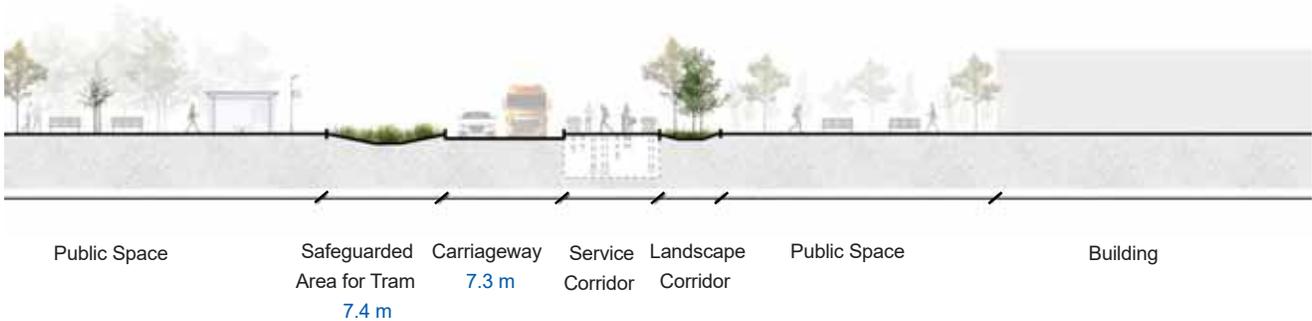
Illustrative Infrastructure Corridors: Recommended widths



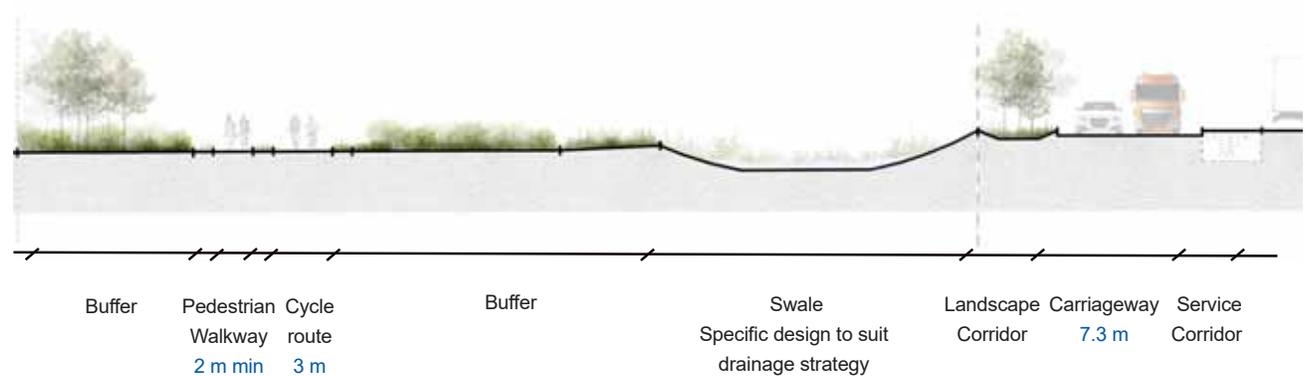
North Loop Section A-A



West Loop Section B-B

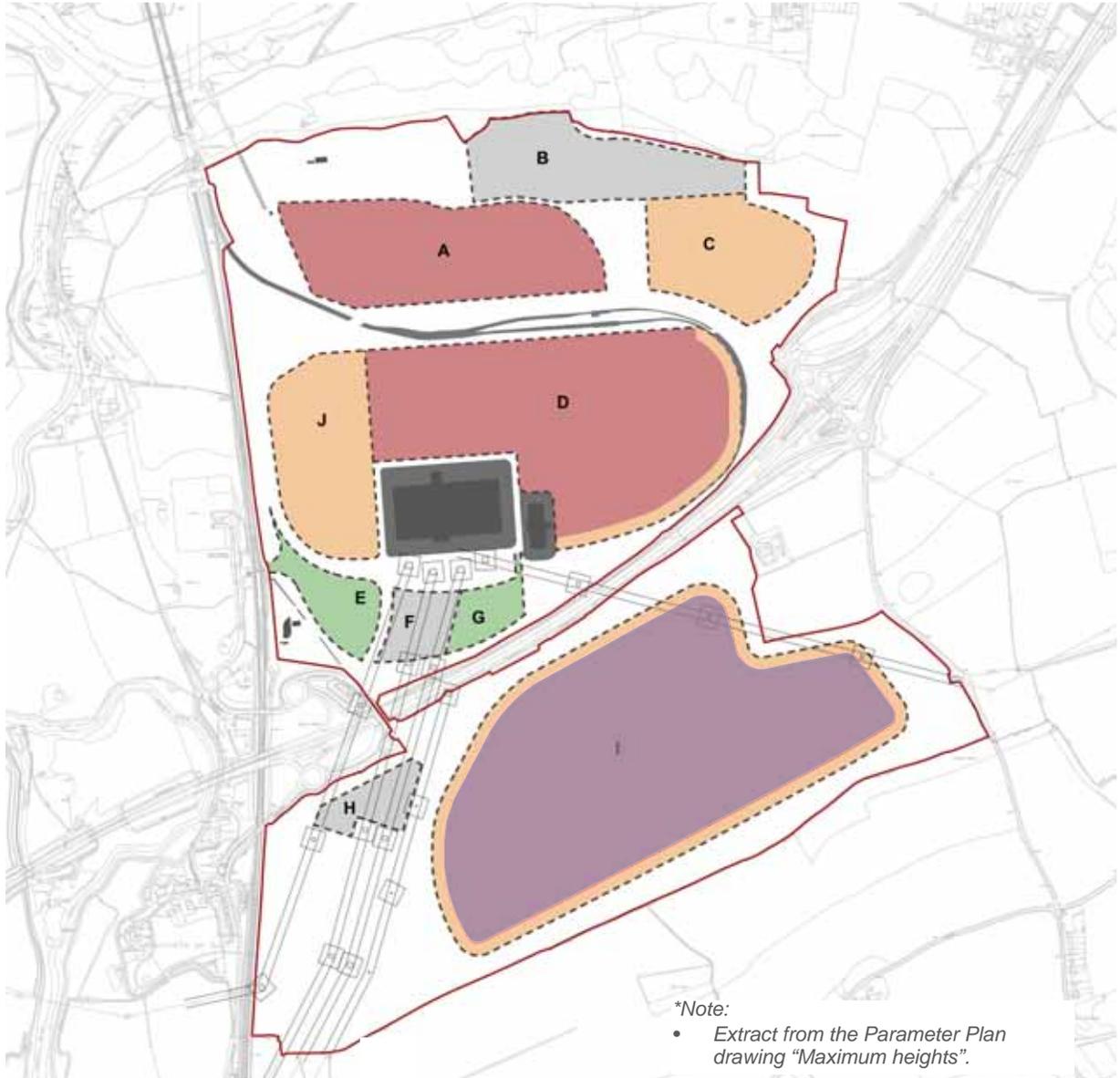


South Loop Section C-C



Building Heights and Design

This plan establishes maximum building heights across the site.



- | | | |
|--------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  LDO Boundary |  Up to 20 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. |
|  Existing, fixed plots |  Up to 30 m ridge height from Finished floor level ** | |
|  Pylons |  Up to 40 m ridge height from Finished floor level ** | |
|  Existing retained freight rail |  Up to 30 m ridge height from Finished floor level ** except where meets the exception in BH 2. | |

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 and building heights.	1. Within 30 metres of the perimeter of Plot I, maximum building heights should not exceed 30 metres (from finished floor level FFL). Elsewhere within Plot I, maximum heights should not exceed 30 metres (from FFL), unless it is demonstrated to the Council that this is necessary for the proposed use, there are no reasonable alternative solutions and the building has been designed to minimise its visual impact beyond the Site. In which case, any increase in building heights should be limited to a maximum of 20% of the plot area and not exceed 40 metres in height (from FFL).
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:*

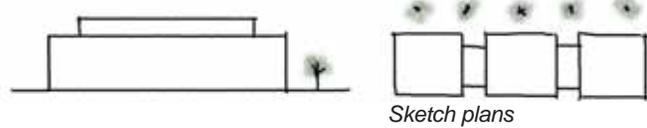
Maximum building heights are quoted in metres above the Finished Floor Level (FFL) of plot, as indicated in Proposed Site Levels drawing (reference RBCLDO-ARUP-ZZ-XX-DR-A-0019).

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.

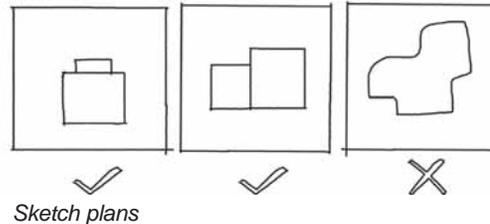
Example of massing break up:



Sketch elevation

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:

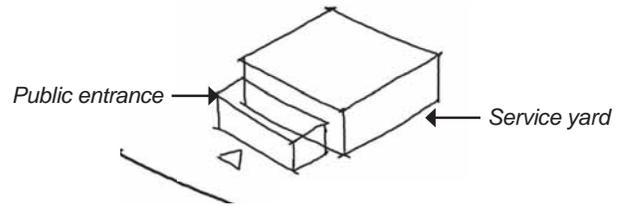


Sketch plans

Ref	Design principle	Key criteria
A 3	Roofscape To mitigate visual impact from public roads and spaces and maximise opportunities to utilise roofs for environmental benefits.	1. Roofscape of large footprint buildings to be divided into smaller elements and create a more varied and interesting roofline. 2. Roofs should maximise the incorporation of green roofs to assist with ecological enhancements, water retention and to reduce heat island effects and/or maximise the incorporation of solar PV panels, unless it can be demonstrated that there are practical or operational reasons why this cannot be achieved. 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 aerodrome safeguarding requirements and should also avoid creating a glint/glare distraction to drivers using the adjacent highways.
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.

Ref	Design principle	Key criteria
A 5	Separate main entrances from services yards.	<ol style="list-style-type: none"> 1. Principal access point into buildings should face onto the main road frontage with entrances ideally located adjacent to neighbouring entrances. 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	<ol style="list-style-type: none"> 1. Development should align with 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. A Design for Manufacture and Assembly (DfMA) approach would be supported. 4. Opportunities for installing solar PV should be maximised through the orientation of buildings and/or the orientation of solar panels on roofs. 5. Include measures to limit overheating and solar gain in buildings, through building design and use of blue and green infrastructure.
A 7	Provide adequate daylighting	<ol style="list-style-type: none"> 1. For regularly occupied areas in large, deep plan buildings, consider providing daylighting at roof level and views out for the benefit of workforce wellbeing.
A 8	Zone J	<ol style="list-style-type: none"> 1. Blocks should relate closely to each other and be similar in form, scale and appearance, in a campus formation based on best practice urban design principles around placemaking. 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	<ol style="list-style-type: none"> 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". 2. No building or structure should be located within the fall distance of the highway, unless otherwise approved by National Highways.

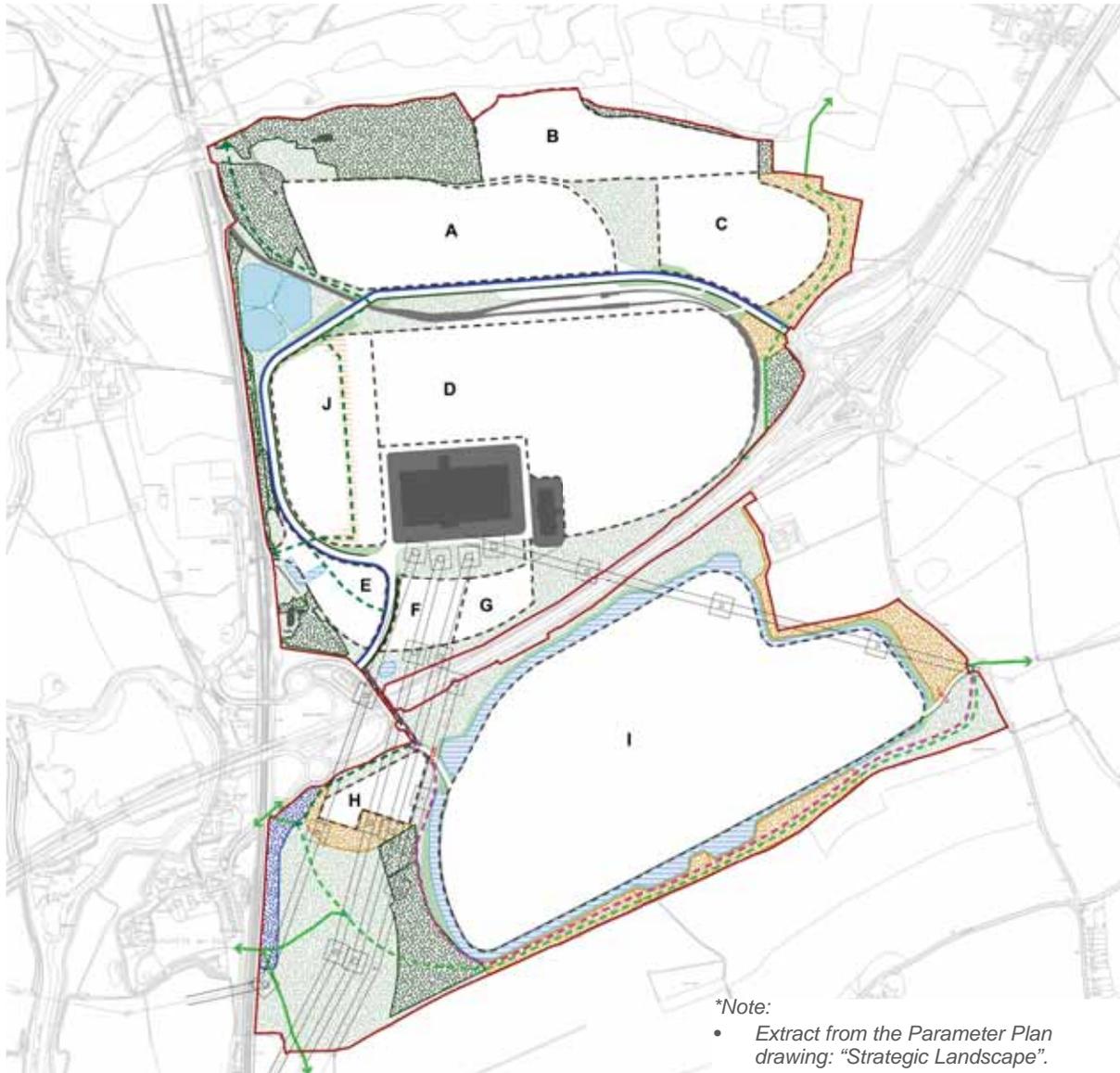
Example of heights and 'blank wall' mitigation Elevation sketches



A 10	Development facing onto East Midlands Parkway Station	<ol style="list-style-type: none"> 1. Buildings and public realm areas should be designed to create a positive and welcoming aspect, providing a sense of arrival and public interface.
A11	Designing out crime	<ol style="list-style-type: none"> 1. The development shall be designed with reference to Secured by Design guidance, "Commercial Developments 2015 V2" or later and, if relevant, with any advice from Nottinghamshire Police Counter Terrorism Security Advisers (CTSA).

Landscape

The landscape strategy shall work with the surrounding landscape to help incorporate strategic landscape and biodiversity. The Parameter 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.



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

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, and 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 PRow 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. Ensure that all opportunities to connect habitats through the site are introduced. 2. Integrate new areas of habitat and/or introduce enhanced biodiversity measures into proposals, including for plot boundary treatment and for open areas within plots. 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. Ensure there is space for trees to reach their full maturity. 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. 10. Maximise opportunities for planting and landscaping within areas of car parking. Use of permeable surfaces and SuDS where possible.

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. 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. 2. Design the entrance space from East Midlands Parkway station to be welcoming for pedestrians and cyclists. Routes between the station and into the development should be clear and legible. 3. Provide attractive and inclusive public realm around bus and potential tram stops, with places for people to wait in comfort and safety.
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.
SL8	Landscaping and Plot Boundaries	<ol style="list-style-type: none"> 1. Where security considerations allow, provide positive landscaping at plot boundaries to enhance the environment of the development. Boundary fencing to be incorporated sensitively.

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.



**Note:*

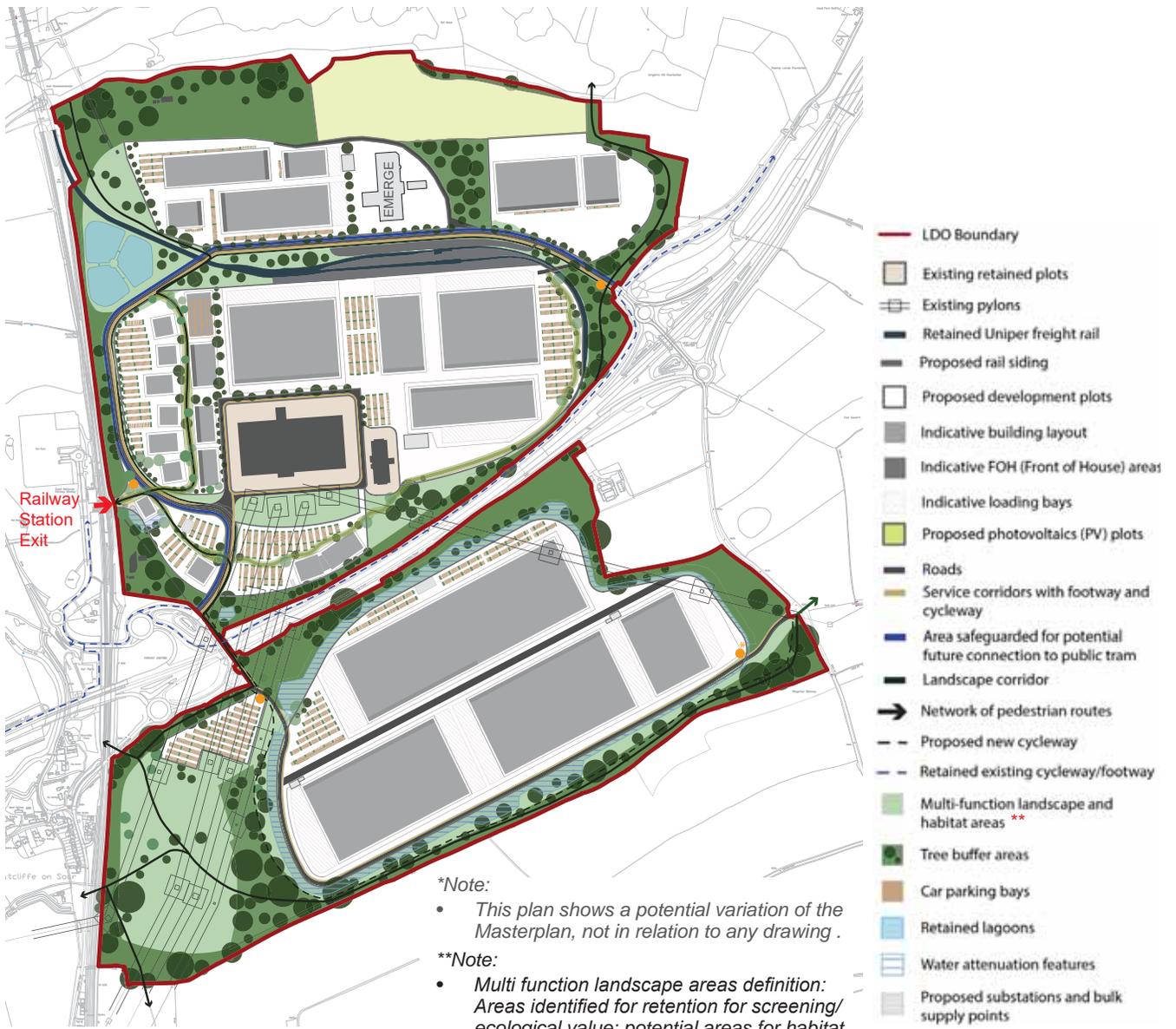
- Extract from “Illustrative Masterplan” drawing.

***Note:*

- Multi function landscape areas definition: Areas identified for retention for screening/ ecological value; potential areas for habitat creation or enhancement; proposed planting for screening and habitat replacement; and potential location of ancillary services/utilities (e.g. equipment cabinets and small sub-stations).

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.



*Note:

- This plan shows a potential variation of the Masterplan, not in relation to any drawing .

**Note:

- Multi function landscape areas definition: Areas identified for retention for screening/ ecological value; potential areas for habitat creation or enhancement; proposed planting for screening and habitat replacement; and potential location of ancillary services/utilities (e.g. equipment cabinets and small sub-stations).

- LDO Boundary
- Existing retained plots
- Existing pylons
- Retained Uniper freight rail
- Proposed rail siding
- Proposed development plots
- Indicative building layout
- Indicative FOH (Front of House) areas
- Indicative loading bays
- Proposed photovoltaics (PV) plots
- Roads
- Service corridors with footway and cycleway
- Area safeguarded for potential future connection to public tram
- Landscape corridor
- Network of pedestrian routes
- Proposed new cycleway
- Retained existing cycleway/footway
- Multi-function landscape and habitat areas **
- Tree buffer areas
- Car parking bays
- Retained lagoons
- Water attenuation features
- Proposed substations and bulk supply points

Illustrative Masterplan

Artist's Visualisations

Illustrative Masterplan A





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**Appendix 4: Draft Ratcliffe on Soar Local Development
Order Illustrative Plans (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



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ILLUSTRATIVE PLANS

JULY 2023



page 173

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- Legend:**
- LDO Boundary
 - ▭ Existing retained plots
 - ▭ Existing pylons
 - ▬ Retained Uniper freight rail
 - ▬ Proposed rail siding
 - ▭ Proposed development plots
 - ▭ EMERGE Centre development
 - ▭ Indicative building layout
 - ▭ Indicative Front of House (FOH) areas
 - ▭ Indicative loading bays
 - ▭ Proposed photovoltaics (PV) plots
 - ▬ Roads
 - ▬ Service corridors with footway and cycleway
 - ▬ Area safeguarded for potential future connection to public tram
 - ▬ Landscape corridor
 - Network of pedestrian routes
 - - - Proposed new cycleway
 - - - Retained existing cycleway/footway
 - ▭ Multi-function landscape and habitat areas
 - ▭ Tree buffer areas
 - ▭ Car parking bays
 - ▭ Retained ash settlement lagoons
 - ▭ Water attenuation features
 - ▭ Proposed substations and bulk supply points
 - Mobility hubs
 - * Indicative mobility hub
 - * Proposed direct pedestrian access from East Midlands Parkway Station
- | | | | | |
|-------|----------------|--------|----------|-----------|
| Issue | Date: 20/06/22 | By: MS | Chnl: DM | Apprd: MR |
|-------|----------------|--------|----------|-----------|

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Client
 Rushcliffe Borough Council

Job Title
 Ratcliffe-on-Soar Local Development Order

Drawing Title
 Illustrative Masterplan

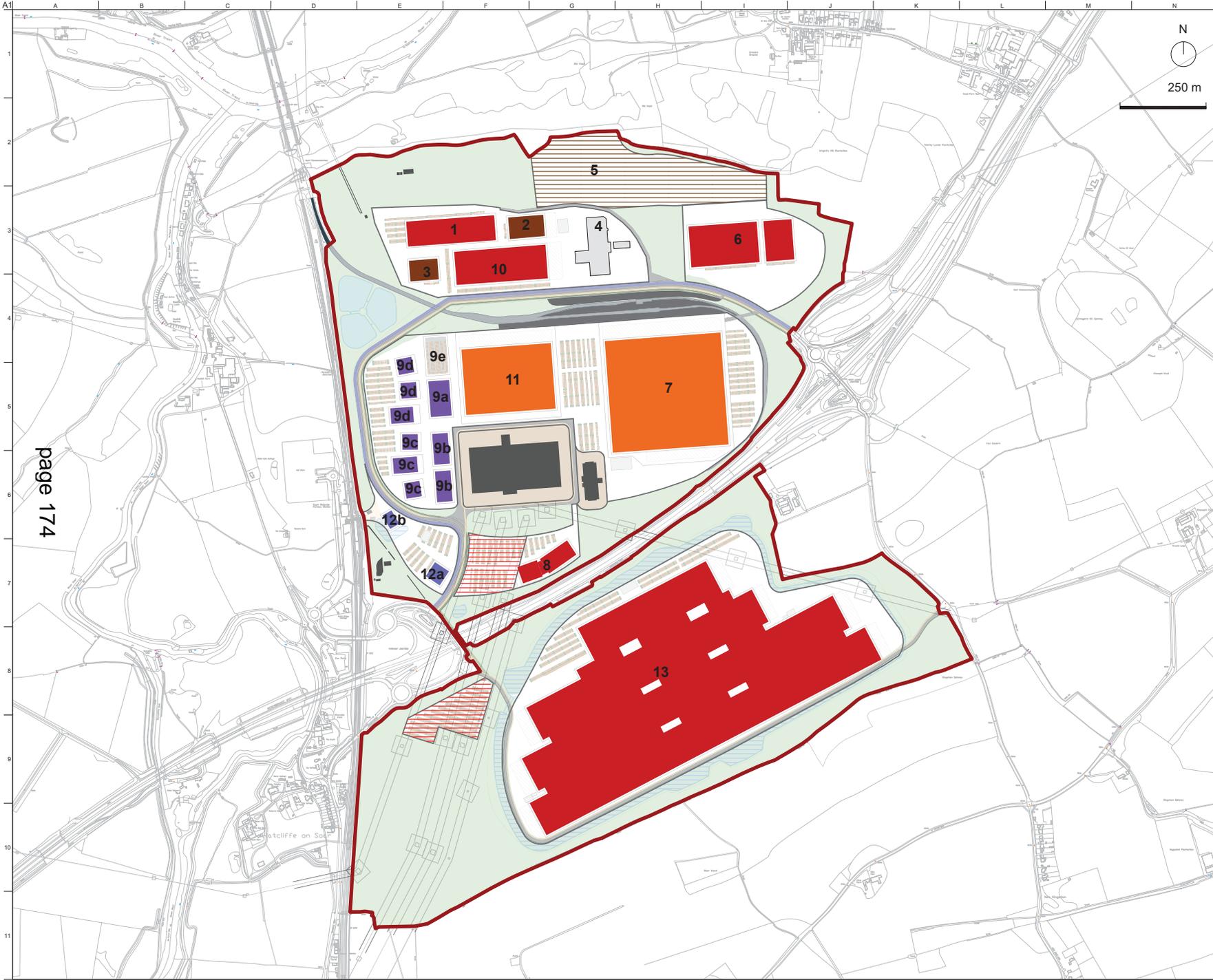
Scale at A1
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Discipline
 Architecture

Job No.
 283253-03 **FOR PLANNING**

Drawing No.
 RBCLDO-ARUP-ZZ-XX-DR-A-0030

Issue
 R3



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Legend:

- LDO Boundary
- Existing pylons
- Existing retained plots
- EMERGE Centre development: Plot 4, Gross Floor Area (GFA) = 24,476 m²
- Surface-level car parking plots. (In addition, car parking is primarily to be provided on a plot-by-plot basis, within the development plots)
- Ground-mounted solar energy generation areas: Plot 5 (plot area: 104,570 m²)

Proposed building uses:

- Advanced Manufacturing:**
 - Plot 1: GFA = 22,284 m²
 - Plot 6: GFA = 39,360 m²
 - Plot 8: GFA = 10,200 m²
 - Plot 10: GFA = 31,056 m²
 - Plot 13: GFA = 390,390 m²
- Energy generation:**
 - Plot 2: GFA = 7,632 m²
 - Plot 3: GFA = 5,880 m²
- Logistics:**
 - Plot 7: GFA = 115,154 m²
 - Plot 11: GFA = 52,080 m²
- R&D Campus:**
 - 9a: Datacentre, GFA = 12,468 m²
 - 9b: R&D, GFA = 36,961 m²
 - 9c: Skills/Training, GFA = 26,310 m²
 - 9d: Office, GFA = 21,000 m²
 - 9e: Multi-storey car park (MSCP)*
- Community Hub:**
 - 12a: Hotel, GFA = 9,000 m²
 - 12b: Community Hub, GFA = 5,813 m²

*MSCP not counted in development quantum

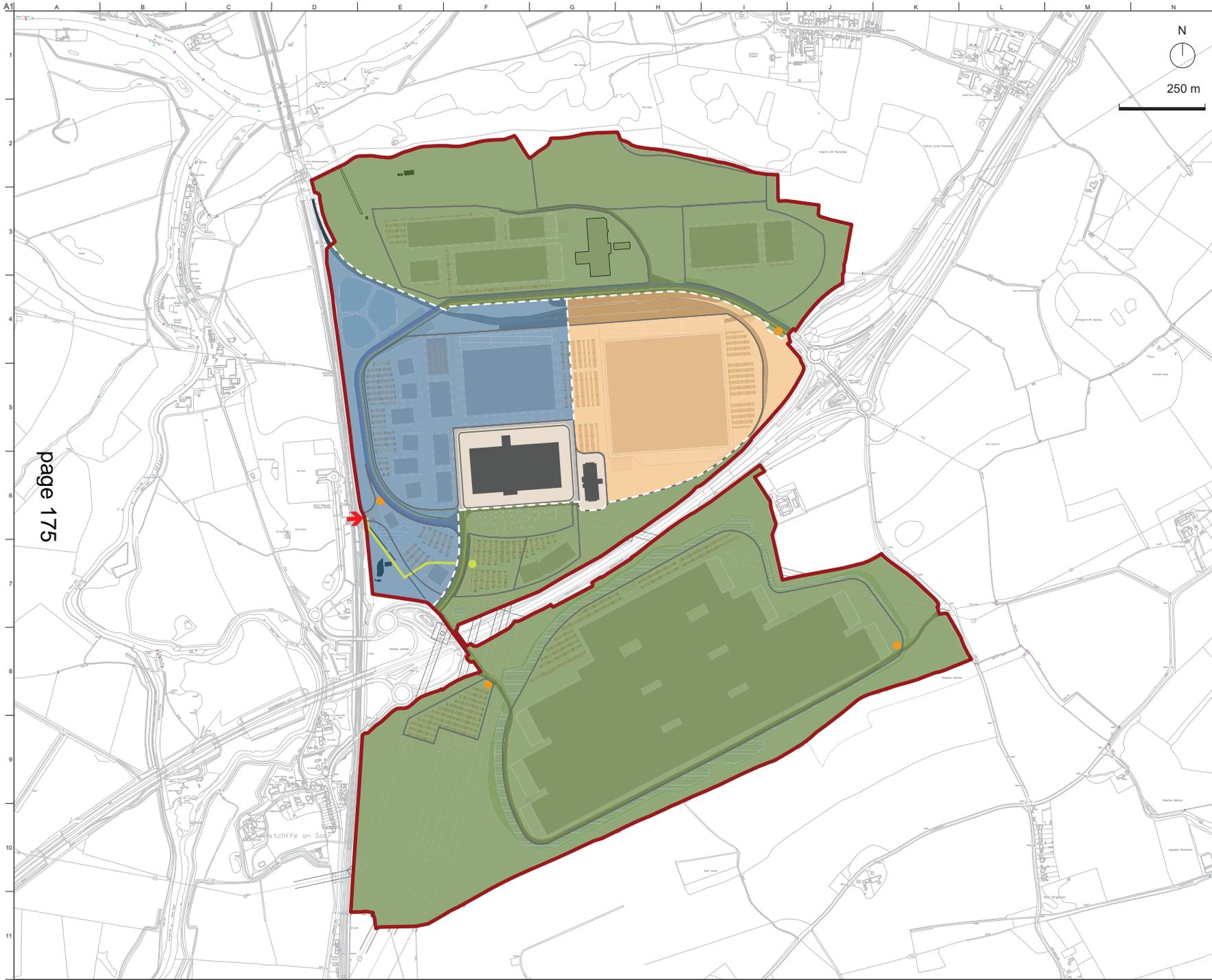
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Client
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Job Title
 Ratcliffe-on-Soar Local Development Order

Drawing Title
 Illustrative Masterplan: Buildings and Uses

Scale at A1 1:5000 (1:10000 at A3)
 Discipline Architecture
 Job No. 283253-03 FOR PLANNING
 Drawing No. RBCLDO-ARUP-ZZ-XX-DR-A-0031 Issue R2



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- Legend:**
- LDO Boundary
 - Existing retained plots
 - Existing pylons
 - Existing retained freight rail
 - Proposed development plots
 - Mobility hubs
- Timeline for construction to commence:
- Phase 1: Pre-2024
 - Indicative, temporary route provided in phase 1 for pedestrian and cycle links to the station
 - Indicative, temporary mobility hub provided in phase 1
 - ➔ Proposed direct pedestrian access from East Midlands Parkway Station to come forward in Phase 1
 - Phase 2: Post-2024
 - Phase 3: Post-2030

Issue	Date: 20/06/22	By: MS	Chkd: DM	Apprd: MR
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Client
 Rushcliffe Borough Council

Job Title
 Ratcliffe-on-Soar Local Development Order

Drawing Title
 Illustrative Masterplan: Development Phasing

Scale at A1: 1:5000 (1:10000 at A3)

Discipline: Architecture

Job No: **283253-03 FOR PLANNING**

Drawing No: **RBCLDO-ARUP-ZZ-XX-DR-A-0032** Issues: **R2**

**Appendix 5: Draft Ratcliffe on Soar Local Development
Order Existing Plans (July 2023)**

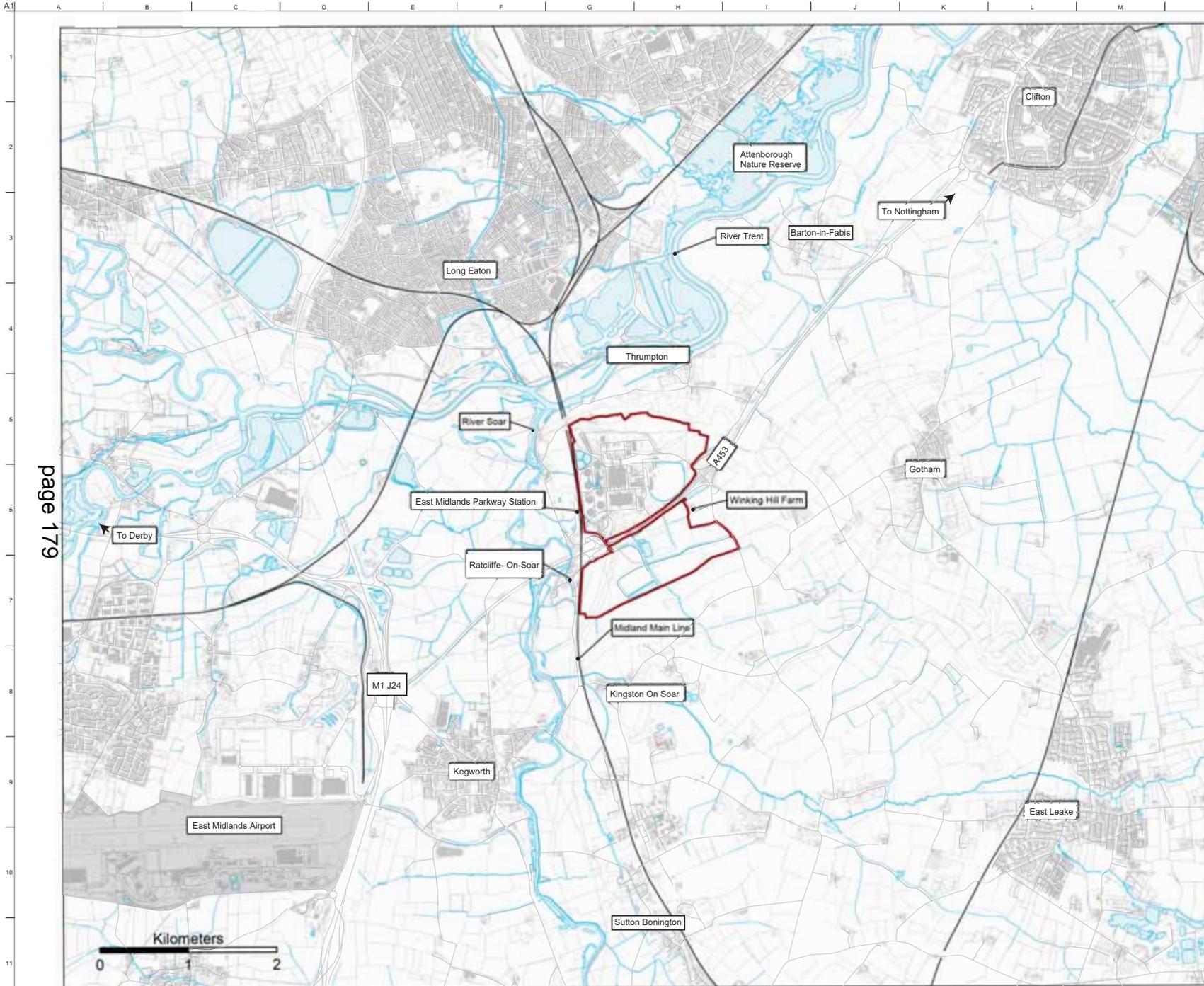
RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



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EXISTING PLANS

JULY 2023



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Legend:

- LDO Boundary
- Rail Track
- Existing Buildings
- Surface water line
- Water Body
- Topographic lines

Issue	Date: 05/05/22	By: PCL	Chk'd: DM	App'd: MR
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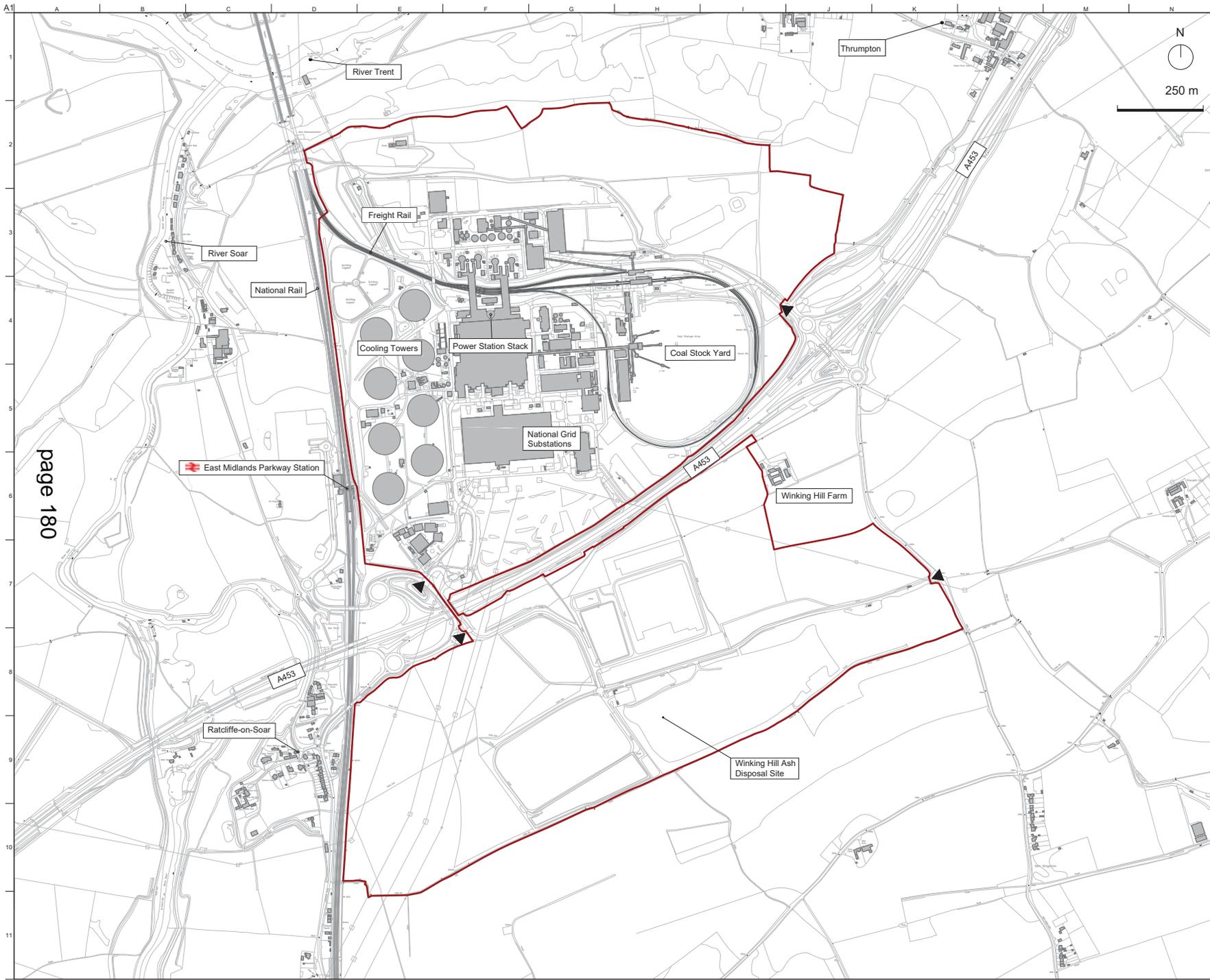
Job Title
Ratcliffe-on-Soar Local Development Order

Drawing Title
Site location plan

Scale of A1: 1:10,000
Discipline: Architecture

Job No: 283253-03 FOR PLANNING

Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0001 Issue: R1



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Legend:

- LDO Boundary
- Existing Buildings / Structures
- ▲ Site Entrance

Issue	Date	By	Checked	Appr
	20/06/22	PCL	DM	MR

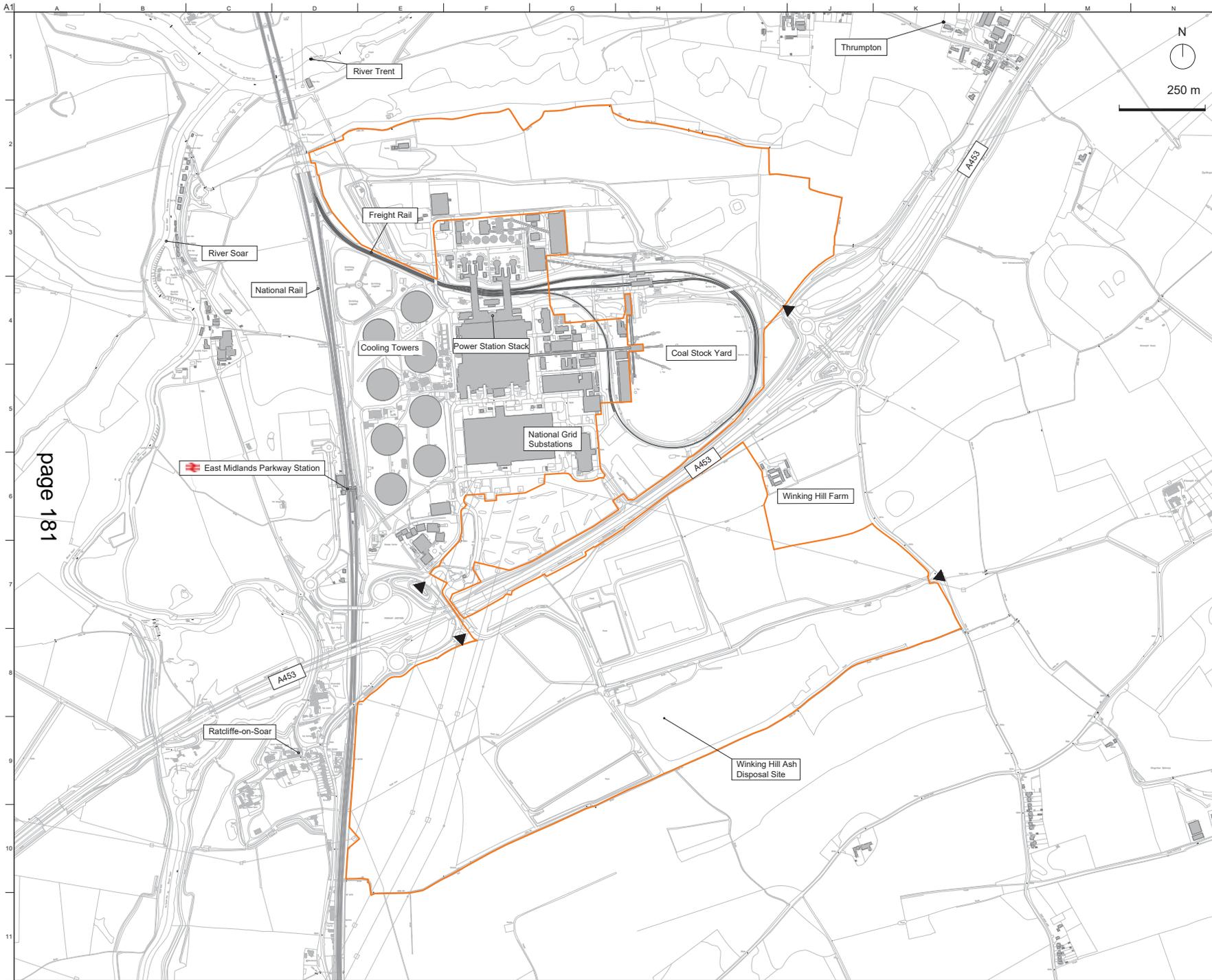
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Drawing Title
 LDO boundary

Scale of A1: 1:5000
 Discipline: Architecture
 Job No: 283253-03 FOR PLANNING
 Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0002 Issue: R2



page 181

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Legend:

- Freeport Boundary
- Existing Buildings / Structures
- ▲ Site Entrance

Issue	Date	By	Checked	Appr
	20/06/22			

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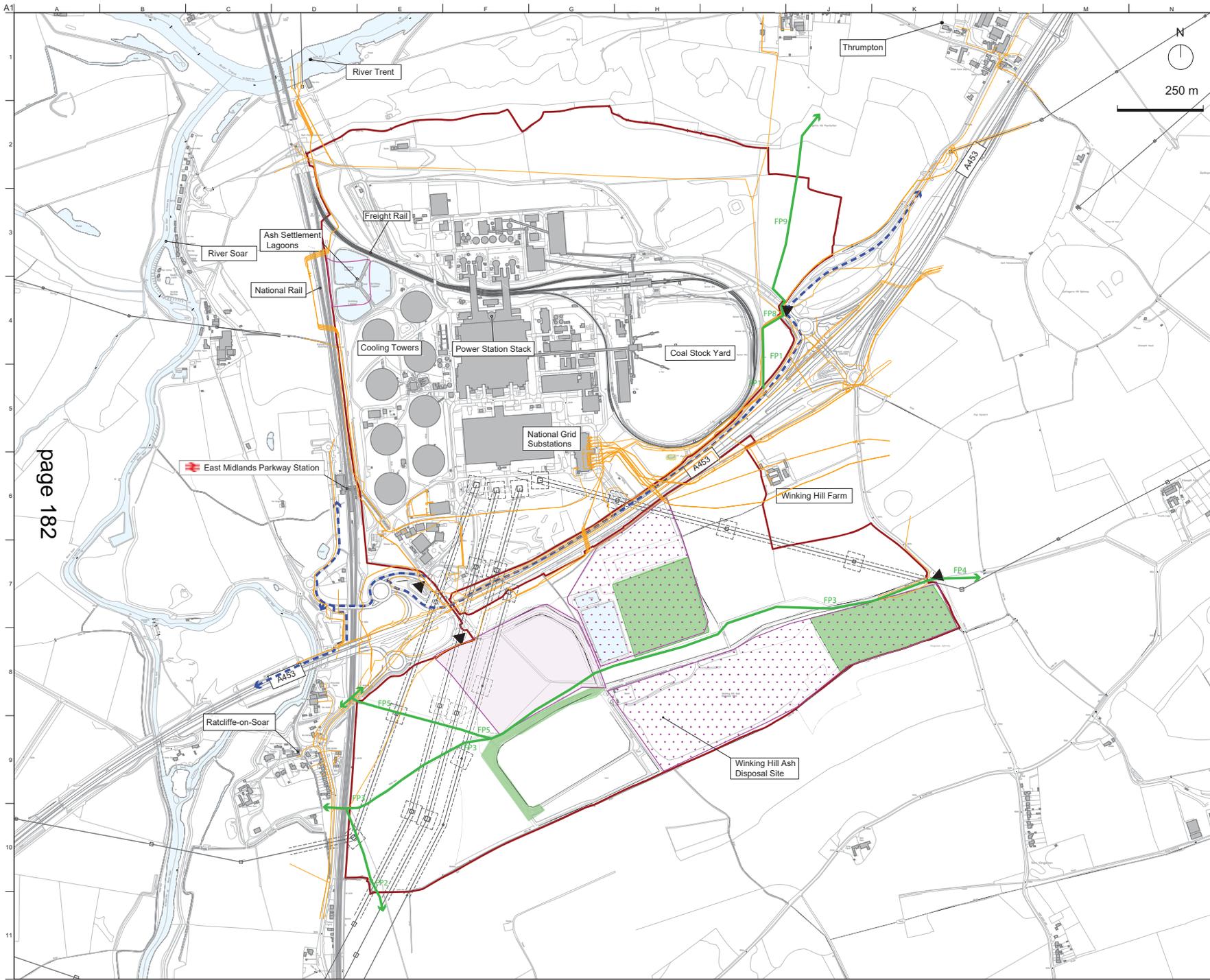
Drawing Title
 Freeport Plan

Scale at A1
 1:5000

Discipline
 Architecture

Job No.
 283253-03 FOR PLANNING

Drawing No.
 RBCLDO-ARUP-ZZ-XX-DR-A-0003 Issue
 R2



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- Legend:**
- LDO Boundary
 - Existing Buildings / Structures
 - Local Wildlife Site
 - Candidate Local Wildlife Site
 - Water Bodies
 - Scheduled Monuments
 - Authorised Landfill Site
 - Historical Landfill Area (shown on Environment Agency Records, but never used as a landfill)
 - Pylon
 - ▲ Site Entrance
 - Existing Cycle route
 - Existing PRow
 - Underground Power Cables

Issue	Date	By	PCB	Chd	DM	Appd	MRT
	2019/02/22						

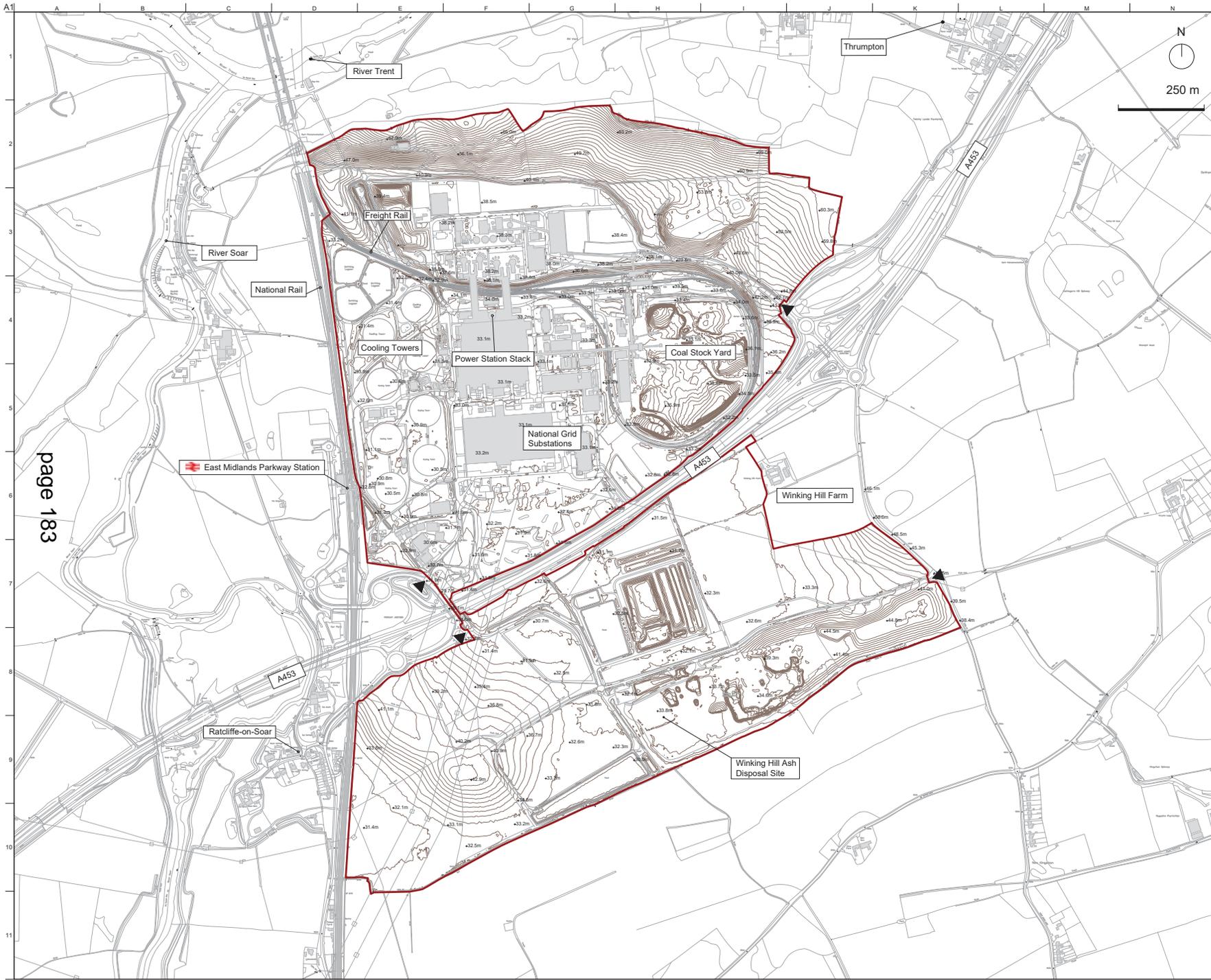
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Job Title
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Drawing Title
 Existing Site Plan

Scale at A1: 1:5000
 Discipline: Architecture
 Job No: 283253-03 FOR PLANNING
 Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0004 Issue: R3



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Legend:

- LDO Boundary
- Existing Buildings / Structures
- Contour Line
- ▲ Site Entrance

Issue	Date	By/PC	Chk'd	App'd
	20/06/22		DM	MR

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Job Title
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Drawing Title
 Topography

Scale at A1: 1:5000
 Discipline: Architecture
 Job No: 2883253-03 FOR PLANNING
 Drawing No: RBCLDO-ARUP-ZZ-XX-DR-A-0005 Issue: R2

**Appendix 6: Draft Ratcliffe on Soar Local Development
Order Site Wide Travel Plan Framework (July
2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



SITE WIDE TRAVEL PLAN FRAMEWORK

July 2023



Rushcliffe Borough Council

Ratcliffe on Soar Local Development Order

Site Wide Travel Plan Framework

Reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0004

July 2023



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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Abbreviations

Abbreviation	Meaning
BUG	Bicycle User Group
D2N2 LEP	Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership
DCC	Derbyshire County Council
EM DevCo	East Midlands Development Company
EMERGE Centre	East Midlands Energy Re-Generation Centre
EMGM	East Midlands Gateway Model
GFA	Gross Floor Area
HGV	Heavy Goods Vehicle
HS2	High Speed Two
IT	Information Technology
LCC	Leicestershire County Council
LDO	Local Development Order
LGV	Light Goods Vehicle
LPA	Local Planning Authority
MML	Midland Main Line
NCC	Nottinghamshire County Council
NCityC	Nottingham City Council
NET	Nottingham Express Transit
PAS	Planning Advisory Service
PRoW	Public Rights of Way
PSTP	Plot Specific Travel Plan
R&D	Research and Development
SEP	Strategic Economic Plan
SMART	Specific, Measurable, Achievable, Realistic and Time-Bound
SWTP	Site Wide Travel Plan
SWTPF	Site Wide Travel Plan Framework
TPC	Travel Plan Coordinator

1. Introduction

1.1 Purpose of this document

This Site Wide Travel Plan Framework (SWTPF) sets out site wide measures that will be implemented to promote sustainable travel for the proposals by Rushcliffe Borough Council (the Council) (the Promoter) to bring forward a Local Development Order (LDO) for the Redevelopment of the Ratcliffe-on-Soar Power Station Site (the Proposed Development).

This document has been prepared by Ove Arup and Partners Ltd. (Arup) on behalf of the Council.

The LDO grants planning permission for new development comprising up to 810,000 m² gross floor area (GFA) of new accommodation and 10 hectares of ground-mounted solar power generation.

Permitted uses on the Site are Energy Generation & Storage, Advanced Manufacturing & Industrial (Class B2 & E(g) (iii)), Data Centre, Logistics (Class B8), Research & Development and Offices (Class E (g) (i) and (ii)), Education (Skills and Training) (Class F1 (a)) and complementary services. Logistics uses shall be limited to a maximum of 180,000 m² GFA and shall only be located on areas to the north of the A453.

1.2 Site location

The site of the Proposed Development (the Site) is located adjacent to Ratcliffe-on-Soar in Nottinghamshire, as shown on Figure 1.

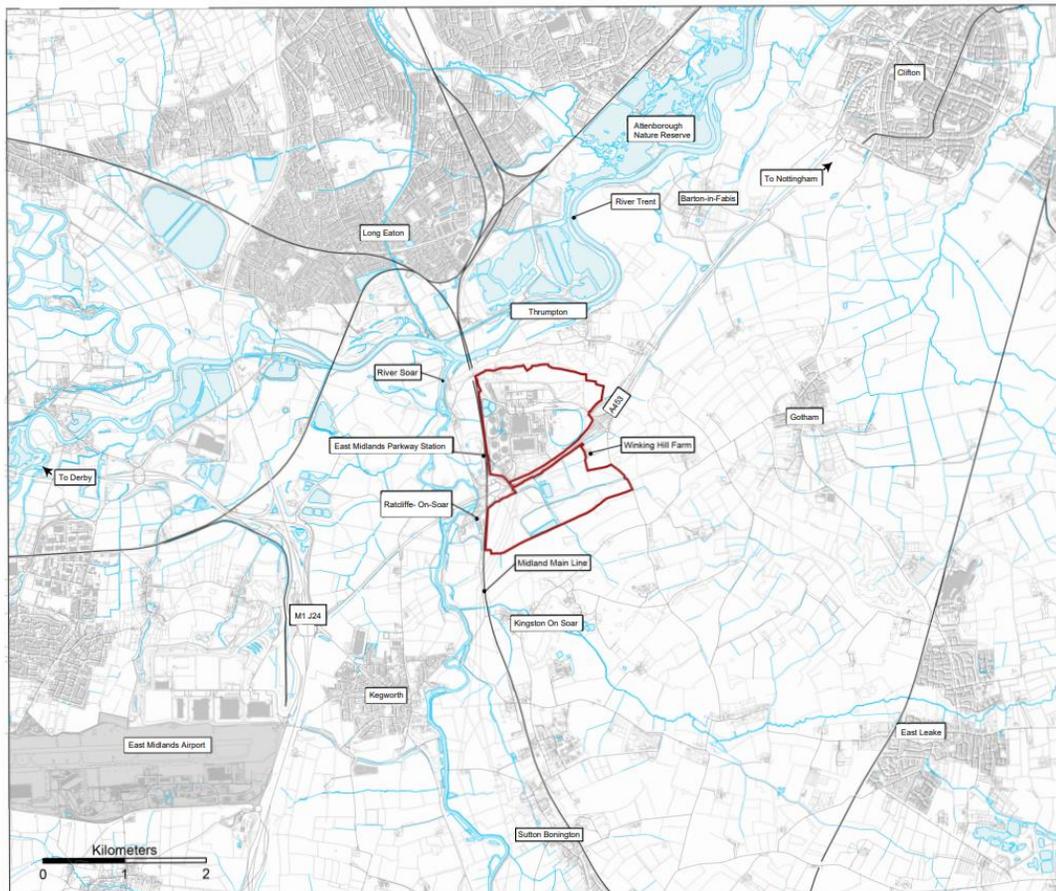


Figure 1 – Site Location Plan

It is a strategically significant site given its size (265 ha); its location alongside the A453 and adjacent to the East Midlands Parkway Station on the Midland Main Line (MML) railway; and its close proximity to the M1 and East Midlands Airport.

It is bisected into two areas by the A453. The land north of the A453 (the Northern Area) includes the operational premises of the existing power station. The land south of the A453 (the Southern Area) is partially occupied by the Winking Hill Ash Disposal Site, a permitted management site for inert fly ash – a by-product of the coal combustion process.

The site address is: Ratcliffe-on-Soar Power Station, Ratcliffe-on-Soar, Nottingham, NG11 0EE.

1.3 The Promoter

The Council is the promoter of the LDO. Government guidance on Freeports (HM Government and HM Treasury, 2020) identifies LDOs as a recommended route to secure planning consent for Freeport Sites. Accordingly, the Council has prepared an LDO as the planning route to bring forward the Proposed Development.

The Planning Advisory Service (PAS) has provided guidance (Planning Advisory Service, 2019) on the use of LDOs to bring forward development. As part of this, the PAS Guidance recommends collaboration between Local Planning Authorities (LPAs) and landowners in developing an LDO as this provides increased certainty that development on a site will still come forward.

1.4 The Landowner

Uniper is the landowner of the Site and key collaborator to the LDO process. Uniper owns and operates the Power Station.

Uniper, as landowner, is collaborating with the Council to bring forward the Proposed Development.

1.5 Background context of the Proposed Development

As part of the UK government's strategy to phase out power generation from coal, the Ratcliffe-on-Soar Power Station (the Power Station), which sits within the Site, will close at the end of September 2024 in line with government policy.

Given its size, connectivity to road and rail infrastructure, and connectivity with the national electrical grid, the potential of the Site for redevelopment has long been recognised. The recent Greater Nottingham Growth Options (Greater Nottingham Planning Partnership, 2020) and the Employment Land Needs Study (Lichfields, 2021) both identified the Site as a potential major employment site, and the latter recommends it for energy-intensive and low-carbon technology uses, advanced manufacturing, and research and development uses.

A significant proportion of the Site (200 ha) is also included within the East Midlands Freeport. Freeports are a government initiative to accelerate delivery of new employment, encouraging businesses to be operational by the end of September 2026.

Redevelopment of the Site is also supported in the Strategic Economic Plan (SEP) (D2N2, 2020) for the Derby, Derbyshire, Nottingham and Nottinghamshire Local Enterprise Partnership (D2N2 LEP), and forms part of the East Midlands Development Company's (EM DevCo) ambitions to drive economic growth in the region.

The preparation of an LDO for the Site was approved by the Council's Cabinet in November 2021 (Rushcliffe Borough Council, 2021). 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 of the Power Station and, concurrently, to provide planning certainty in time to enable new businesses in the Freeport area within the Site to be operational by the end of September 2026. This is currently the final date by which businesses must be operational in order to qualify for full Freeport benefits. The Freeport area is shown on the Freeport Plan drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0003) submitted with the LDO.

In developing the LDO, the Council (in its role as the Promoter) has worked collaboratively with Uniper, the 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. The parties propose to transform the Site into a diverse, multi-occupant, low-carbon and green energy, and advanced manufacturing hub, facilitating the transition of the current employment activity to new business uses. This would likely deliver:

- Low-carbon energy production, storage and distribution;
- Advanced manufacturing businesses, including opportunities for ‘gigafactories’ for battery and electric vehicle manufacture;
- Modern industrial and business uses, particularly those with high energy demands and where co-location of business can result in more efficient use of energy;
- Highly skilled jobs; and
- A hub for research, development and innovation, through links with universities, business support organisations and established industry.

A full description of the Proposed Development is provided in Section 2.

1.6 Approach

This framework document covers the proposed land uses on the Site and informs a Site Wide Travel Plan (SWTP), which will be prepared by the management team for the Site prior to its occupation.

This document covers the planning phase of the Proposed Development. During occupation, responsibility for the SWTP 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.

This Site Wide Travel Plan Framework (SWTPF) should be read in conjunction with the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO.

1.7 Report structure

Following this introductory section, this document contains the following chapters:

- Chapter 2 provides a description of the Proposed Development;
- Chapter 3 provides a description of the surrounding local transport networks;
- Chapter 4 sets out proposed improvements to sustainable transport;
- Chapter 5 sets out the aims and objectives of the Travel Plan;
- Chapter 6 outlines how the Travel Plan will be managed;
- Chapter 7 sets out the baseline mode splits and target mode splits;
- Chapter 8 sets out the proposed Travel Plan measures;
- Chapter 9 sets out how the Travel Plan will be monitored and reviewed;
- Chapter 10 outlines proposed actions that will be undertaken to deliver the Travel Plan targets; and
- Chapter 11 outlines how the Travel Plan will be monitored and enforced.

2. Proposed Development

2.1 Development land use

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 and 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), one creche or children’s nursery (Class E (f)), one 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.”*

The indicative masterplan for the Site is shown on the Illustrative Masterplan drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0030) submitted with the LDO.

The Proposed Development comprises solar, energy, advanced manufacturing, logistics, data centre, offices, research and development (R&D), skills and training, hotel and community uses on the Northern Area, and advanced manufacturing on the Southern Area. The majority of the proposed uses will be 24/7 operations with shift working. However, the offices, R&D and skills and training uses in particular will be daytime operations.

To accommodate the new land uses, the Power Station will be removed.

The National Grid substations will be retained on the Site; whilst the Technology Centre would remain a component of site activities, its workforce was downsized at the end of 2022.

A proposal for the ‘East Midlands Energy Re-Generation Centre’ (EMERGE Centre), which comprises a multifuel energy recovery facility and associated infrastructure, was granted planning permission on 24 March 2022. While the EMERGE Centre proposal is located within the Site, it is not part of the LDO.

The Proposed Development will be delivered over three phases. Phases 1 and 2 are due to be open by the end of September 2026, in order to meet the Freeport delivery targets, with Phase 3 to follow a few years later following decommissioning and demolition of the Power Station.

2.2 Access and circulation

The access and circulation plan for the Proposed Development is shown on the Access and Circulation drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0012) submitted with the LDO.

2.2.1 Walking and cycling

The out-of-town location and large size of the Site means that the catchment for travelling to the Site on foot is very limited. Walking is therefore a trip end mode for travel to the Site by other means.

Cycling will be appropriate for movements within the Site and for commuter trips from local residential areas including Clifton, from which there is an existing identified cycle route, and Kegworth.

The Northern Area will include a new pedestrian link to the eastern side of East Midlands Parkway railway station, significantly reducing the existing walk distance between the station and the Site. The new link will mean that the proposed office, R&D and training uses, which typically generate trips in the AM and PM peak hours, will be located within a reasonable walk distance of the station. This new pedestrian link will be an attractive and secure route and will connect into a network of pedestrian and cycle routes around the Site.

On the Northern Area, there will be an off-road shared footway/cycleway that runs parallel to the primary vehicular route and alongside the secondary vehicular route to the north. The off-road shared footway/cycleway will connect into the existing shared pedestrian/cycleway that runs alongside the A453, at the western and eastern access to the Northern Area, therefore providing a connection to the route to Clifton.

There will also be other pedestrian routes within the Northern Area shown indicatively on the Access and Circulation drawing (reference: RBCLDO-ARUP-ZZ-XX-DR-A-0012, submitted with the LDO), as well as facilities within each individual plot, connecting into the primary pedestrian network.

On the Southern Area, there would be a cycle route connecting the eastern access with the western access and, via the existing private road beneath the A453, the Northern Area. The road beneath the A453 would provide a connection between the Northern and Southern Areas for both pedestrians and cyclists.

If a road was provided between the accesses on the Southern Area, then the intention would be for this to include an off-road footway/cycleway.

The pedestrian network within the Site will include the diversion of existing Public Rights of Way (PRoW).

2.2.2 Cycle parking

The Nottinghamshire County Council (NCC) cycle parking standards would require a total of 739 short stay and 1,640 long stay cycle parking spaces across the whole Site, which would exceed the demand from the proposed mode share of 3.2%. The proposed cycle parking has therefore been based on the forecast peak weekday cycle parking demand, allowing for 5% of trips to the Site being made by cycle. This allows for some growth in cycling. Demand for cycle parking would be monitored by occupiers as part of travel planning, and if demand exceeded supply, then the cycle parking would be increased to meet demand.

A total of 118 short stay and 302 long stay cycle parking spaces would be provided on the Site to meet demand based on a 5% mode share. Cycle parking would be provided on plot and there would be further hubs for shared bikes/micromobility at convenient locations for access to other plots. These would be in addition to the main mobility hubs. The precise location of the shared bikes/micromobility hubs would be determined at a later stage.

2.2.3 Mobility hubs and private shuttle bus

The Site will include mobility hubs at key locations. This will include hubs at:

- Near East Midlands Parkway station;
- The eastern access to the Northern Area for a potential commercial bus interchange; and
- At least one location on the Southern Area.

The precise facilities provided at a mobility hub would be defined at a later stage but, as a minimum, it is anticipated that these would include:

- Bus stop(s)/interchange including fully enclosed accommodation;
- Public transport information/Real Time Information if applicable;
- Shared bike/micromobility hub; and
- Seating and lighting.

The mobility hubs will facilitate access to a private shuttle bus and potentially commercial bus services.

The private shuttle bus will operate within the Site, running around a circuit which provides access to the Northern and Southern Areas. It would provide a frequent convenient service during the daytime and at shift changeover times and would pick up/drop off at mobility hubs and additional locations around the Site to deliver passengers to within a reasonable walk distance of their final destination.

Shared bike/micromobility hubs would be provided at the mobility hubs as well as at additional locations convenient to plot destinations.

The aspiration for the Cycle Expressway along the A453 includes e-bike charging facilities and enhanced cycle parking facilities at key 'Cycle Hub' locations along the route. As part of this aspiration, there may be an opportunity to provide e-bike facilities at the Proposed Development, which could assist with encouraging cycle use for travel from Nottingham to the Site.

2.2.4 Vehicular access arrangements

Vehicular access to the Site would be at the existing access points off:

- the A453/Kegworth Road/East Midlands Parkway junction (western access to Northern and Southern Area);
- the A453/West Leake Lane dumbbell roundabout (eastern access to Northern Area); and
- West Leake Lane (eastern access to Southern Area).

Access improvements would be made to the western access to the Northern Area and the eastern access to the Southern Area.

2.2.5 Car parking

Due to the bespoke nature of some of the proposed land uses on the Site (i.e. new technologies), car parking has been based on demand rather than the NCC car parking standards, which would require in the region of 12,500 spaces across the whole Site.

A total of 6,780 car parking spaces are proposed and spaces would generally be provided on plot with the occupier unit (allocated). Where car parking is provided in a central location, spaces would be allocated to each occupier. An overspill/visitor car park would be located near to a mobility hub to enable onward travel by private shuttle bus or shared bike/micromobility to the final destination. Parking in the overspill car park would need to be pre-booked through the site management team.

The disabled parking, motorcycle parking and electric vehicle parking would be provided in line with the NCC parking standards. Five per cent of the total parking would be provided for disabled use where the total on-plot parking is less than 200 spaces. Where the total on-plot parking exceeds 200 spaces, six bays plus 2% of the total would be provided for disabled use.

2.2.6 Operational parking

Parking requirements for operational heavy goods vehicles (HGVs) and light goods vehicles (LGVs) for relevant land uses would be specified as operators came forward to develop plots. In the indicative masterplan, plots have been sized to allow space for operational parking.

3. Transport Networks

3.1 Highway network

The Site has excellent road links with access off the A453 Remembrance Way, which connects with the M1 and the A50 via M1 junction 24 approximately 3 km to the south-west, and the A42/M42 a further 3 km to the south via M1 junction 23A. Between M1 junction 23A and junction 24, the A453 connects with the Kegworth Bypass and the A6 at the East Midlands Gateway freight terminal. The A453 continues west of M1 junction 23A providing access to East Midlands Airport, Castle Donington and other rural areas.

To the north-east, the A453 passes through Clifton, providing access to the Nottingham Express Transit (NET) tram at Clifton South Park and Ride and connects with the A52 Clifton Boulevard which forms the southern part of the Nottingham ring road. The A52 connects Derby and Nottingham and intersects with the M1 at junction 25.

To the south of the Site there are a network of rural roads including Kegworth Road facilitating access to Ratcliffe-on-Soar, Kegworth and Sutton Bonington, and West Leake Lane enabling access to West Leake, Gotham and East Leake. The rural roads generally have weight restrictions imposed.

3.2 Local bus network and services

The closest bus stop to the Site is located at East Midlands Parkway rail station, some 800 m from the existing western site access to the Northern Area. The bus stop is formed by a layby with a signpost at the front end with timetable display boards attached. The condition of the bus stop appears good.

The bus stop is served by the 865 route which is a limited service connecting villages in Nottinghamshire and North West Leicestershire to the rail network at East Midlands Parkway, and the NET tram at the Clifton South Park and Ride site.

Also passing close to the Site is the Skylink Express, which travels along the A453. The Skylink Express connects Nottingham City Centre with East Midlands Airport and includes stops at the Clifton South Park and Ride site and East Midlands Gateway. The route provides a 30-minute service frequency, 7 days a week and operates over approximately 19 hours. The long operating hours are suited to 24/7 operations with shift working, which reflects activities at East Midlands Airport and East Midlands Gateway.

Table 1 provides a summary of the bus services that are nearest to the Site, with frequencies and operating hours based on the first and last services at the nearest stops to the Site.

Table 1 – Local bus services close to the Site

Route	Route Description	Weekday Frequency	Saturday Frequency	Sunday Frequency	Operating Hours
865 ¹	Normanton on Soar – Kegworth – Clifton	Every 2 hours	Every 2 hours	No service	07:00–19:00
Skylink Express ²	Nottingham – Clifton – East Midlands Airport	Every 30 min	Every 30 min	Every 30 min	04:30–23:00

1. The 865 service has 4 services per day towards Clifton, arriving between 07:20 and 14:20, and 5 services per day from Clifton departing between 10:25 and 18:15, so offer a limited service in terms of hours of operation.
2. The frequency shown for the Skylink Express applies to both directions.

The East Midlands Gateway bus interchange is located approximately 4.5 km to the south-west of the Site, and this serves the bus routes shown in Table 2.

Table 2 – Local bus services at East Midlands Gateway bus interchange

Route	Route Description	Weekday Frequency ²	Saturday Frequency ²	Sunday Frequency ²	Operating Hours
Skylink Express	Nottingham – Clifton – East Midlands Airport	Every 30 mins	Every 30 min	Every 30 min	04:30–23:00
Skylink Nottingham ¹	Nottingham – Long Eaton – East Midlands Airport – Loughborough	Every 20 min	Every 20 min	Every 30 min	24 hours
Skylink Derby	Leicester – Loughborough – East Midlands Airport – Derby	Every 20 min	Every 20 min	Every 30 min	24 hours
Airway 9	Burton – Swadlincote – Ashby – East Midlands Airport – East Midlands Gateway	Every hour at East Midlands Gateway	Every hour at East Midlands Gateway	Every hour at East Midlands Gateway ³	04:00–22:30

1. Skylink Nottingham has a less frequent service every hour on parts of the route and operates over 12 hours.
2. Frequencies apply to both directions.
3. Airway 9 only operates at the East Midlands Gateway bus interchange before 09:00 and after 17:00 on a Sunday.

The Skylink Derby provides a service between Leicester and Derby, and includes stops at Loughborough, Diseworth, Kegworth, East Midlands Gateway, East Midlands Airport and Castle Donington. The service operates 24 hours a day and has a 20-minute frequency 6 days a week and a 30-minute frequency on a Sunday. The long operating hours are again aligned with the 24 hour operations at East Midlands Airport and East Midlands Gateway.

The Skylink Nottingham operates a 24 hour service generally on a 20/30-minute frequency between Nottingham and East Midlands Gateway with stops at Beeston, Long Eaton, Castle Donington and East Midlands Airport. Beyond East Midlands Gateway, there are two variations to the route, one continuing to Coalville, via Diseworth and the other to Loughborough via Kegworth. These services are generally hourly and across c.12 hours a day.

The Airway 9 provides a service between Burton and East Midlands Gateway, and includes stops at Swadlincote, Ashby and East Midlands Airport. The service has an hourly frequency and operates over c.18 hour a day.

The Clifton South Park and Ride site offering a connection to the NET tram is located c.5 km from the Site and is served by the Skylink Express and the 865 bus route.

3.3 A map showing the location of the nearest bus stop and bus routes would be included in the full Site Wide Travel Plan. **Rail network and services**

3.3.1 Passenger

3.3.1.1 National Rail

The closest railway station to the Site is East Midlands Parkway located on the western boundary of the Northern Area. The station is on the MML railway and is served by approximately 6 trains per hour in each direction, with direct services to Nottingham, Leicester, Derby, Lincoln, Sheffield, Loughborough and London.

Frequencies and journey times to destinations in Nottinghamshire, Leicestershire and Derbyshire are shown in Table 3.

Table 3 – Rail services from East Midlands Parkway Station (one way)

Destination	Weekday Trains per Hour	Saturday Trains per Hour	Sunday Trains per Hour	Journey Time (minutes)
Nottingham	2	2	1	12–18
Leicester	3	3	2	16–34
Derby	1	1	1	12–14
Loughborough	3	3	2	6–7
Attenborough	1	1	0	6–8
Beeston	2	2	1	5–11
Market Harborough	1	1	2	26–32
Long Eaton	1	1	1	3–4
Chesterfield	1	1	1	35–41

East Midlands Parkway station, whilst being located on the western boundary of the Northern Area, is only accessible via the existing roads and footways that link the station to the A453/Kegworth Road junction. This means that the station is 800 m away from the western access to the Northern Area, and c.1 km from the Technology Centre and Engineering Academy which are located in the western corner of the Northern Area. The remainder of the Northern Area and the entirety of the Southern Area is not within a reasonable walk distance of the station.

3.3.1.2 HS2

The Department for Transport’s Integrated Rail Plan for the North and Midlands (November 2021) sets out plans for HS2 East to connect into East Midlands Parkway station, providing a high speed rail connection to Birmingham. From East Midlands Parkway, HS2 trains will continue directly to Nottingham, Derby, Chesterfield and Sheffield on the upgraded and electrified MML railway. The HS2 East link to Birmingham will also provide high speed links from the East Midlands to London and Manchester.

3.3.2 Freight

The Site has an existing privately owned branch line off the MML railway for deliveries of coal to the Power Station. The branch line enters the Northern Area from the north-west, passes north of the main Power Station buildings and loops around the coal yard, where there are sidings.

The Power Station has existing slots in the MML railway timetable to facilitate the supply of coal to the Site.

3.4 Tram network and services

The NET tram terminates at the Clifton South Park and Ride site, c.5 km to the north-east of the Site. The Clifton South Park and Ride site is part of the Clifton Zone, which connects through Wilford to the city centre, where there is a stop at Nottingham rail station. The route continues to the north-west of Nottingham, passing through Hyson, Basford and Cinderhill to terminate at the Phoenix Park and Ride site off the A610 to the east of M1 Junction 26. The total journey time from Clifton South Park and Ride to Nottingham rail station is 21 minutes, and from Clifton South Park and Ride to the Phoenix Park and Ride site is 46 minutes. The NET tram can also provide access from Clifton to Toton, Bulwell and Hucknall via a change in the city centre, with journey times from Nottingham rail station of 31 minutes, 24 minutes and 32 minutes respectively.

NET provides a regular tram service with a service frequency of up to 7 minutes at peak periods. The service frequency at Clifton is shown in Table 4.

Table 4 – NET service frequencies from Clifton South Park and Ride

Period	Weekday Frequency	Saturday Frequency	Sunday Frequency
06:00–07:00	Every 15 mins	Every 15 mins	Every 15 mins
07:00–10:00	Every 7 mins	Every 10 mins	Every 10 mins
10:00–15:00	Every 10 mins	Every 7 mins	Every 10 mins
15:00–19:00	Every 7 mins	Every 7 mins	Every 10 mins
19:00–21:00	Every 10 mins	Every 10 mins	Every 15 mins
21:00–00:00	Every 15 mins	Every 15 mins	Every 15 mins (until 23:08)

3.5 Pedestrian and cycle network

3.5.1 General

The Site has the following active travel links:

- A shared pedestrian/cycleway between the Western access to the Northern Area and:
 - East Midlands Parkway station;
 - Clifton via a signed pedestrian/cycle route parallel to the A453; and
 - Ratcliffe Lane via a shared pedestrian/cycle path alongside the A453.
- A footway between the western access to the Northern Area and Ratcliffe-on-Soar.

There are no footways on Barton Lane or West Leake Lane in the vicinity of the eastern accesses to the Northern and Southern Areas respectively.

The existing pedestrian and cycle network is shown on Figure 2. Travel time isochrones for active travel modes will be added to this figure and included in the full Site Wide Travel Plan when active travel linkages within the Site are confirmed.

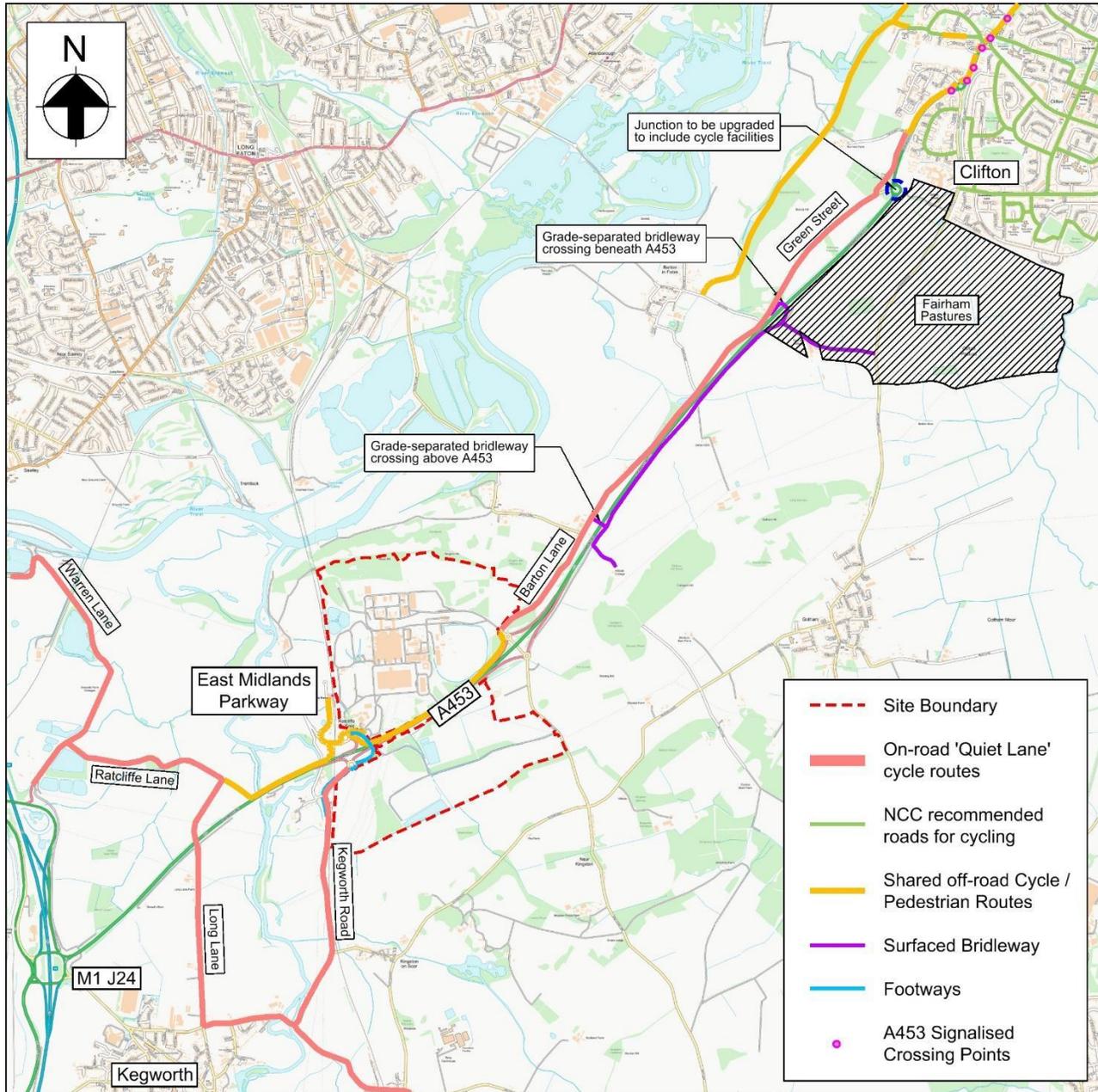


Figure 2 – Pedestrian and cycle network

3.5.2 Public Rights of Way

There are Public Rights of Way (PRoW) which cross both the Northern and the Southern Areas of the Site. On the Northern Area, Ratcliffe-on-Soar Footpaths 1, 8 and 9 cross the eastern corner of the Site, connecting between the existing shared pedestrian/cycle path and Thrumpton Footpath 1 to the north-east.

On the Southern Area, Ratcliffe-on-Soar Footpath 3 runs east-west between West Leake Lane and Kegworth Road. Ratcliffe-on-Soar Footpath 5 branches off Footpath 3, joining Kegworth Road further north. Ratcliffe-on-Soar Footpath 2 runs south from the western end of Footpath 3 leading to Kingston-on-Soar.

3.6 Air transport

East Midlands Airport is located 6 km south-west of the Site and is accessible via the A453. The airport serves over 4 million passengers per annum to over 90 destinations and is the second busiest UK airport for freight traffic after London Heathrow. The airport has the UK's largest dedicated air cargo operation, handling over 440,000 tonnes of goods each year.

4. Proposed sustainable travel improvements

4.1 Introduction

The Proposed Development includes improvements to bus, rail and cycle accessibility along with highway improvements. The highway improvements comprise a package of measures at M1 junction 24 and an improvement at the western access to the Northern Area. The sustainable transport improvements include opportunities for off-site cycle route improvements, which are not within the control of the Proposed Development, but it is recommended that the development should make a contribution towards the cost of the strategic interventions. The proposed sustainable transport improvements are set out below.

4.1.1 Rail

4.1.1.1 Passenger

East Midlands Parkway railway station provides excellent access to Leicester, Derby and Nottingham, as well as other local destinations including Syston, Sileby, Barrow upon Soar, Loughborough, Long Eaton, Attenborough and Beeston, and wider national destinations.

On a weekday there are typically two trains per hour in each direction between East Midlands Parkway station and Nottingham with a journey time of between 12 and 18 minutes. There are three trains per hour in each direction to Leicester and one in each direction to Derby. Journey times to Leicester are between 16 and 34 minutes, and journey times to Derby are less than 15 minutes.

The improved connection between the Site and the station provides the opportunity to increase rail passenger demand and make better use of existing rail infrastructure, whilst reducing impacts on the road network.

4.1.1.2 Freight

The existing rail freight line that serves the coal supplies to the power station will be reconfigured and retained with sidings within the Northern Area. This will offer the potential for rail freight transport as an alternative to road haulage for plots located immediately adjacent to the rail line, which includes a logistics facility.

4.1.2 Bus

It is proposed that:

- The Skylink Express which passes the Site on the A453 would be diverted into the Site. The bus currently operates between Nottingham Friar Lane and East Midlands Airport and includes stops at West Bridgford, Clifton South Park and Ride and East Midlands Gateway. The Skylink Express has a 30-minute frequency and operates between 04:30 and 23:00. In addition to serving a potential employee catchment in Nottingham, this service would provide links to key local transport hubs including the NET tram at Clifton South Park and Ride, the Skylink Derby and Skylink Nottingham bus services at East Midlands Gateway, and other services in Nottingham. As the Skylink Express already serves the airport and East Midlands Gateway (which both have 24/7 operations), the operating hours of the bus service is suited to the Proposed Development uses. The Skylink Derby which could be accessed by interchanging at East Midlands Gateway operates over 24 hours and provides a 20-minute frequency between Leicester, Loughborough, East Midlands Airport and Derby.
- The Airway 9 bus route which terminates at East Midlands Gateway would be extended to the Site. The Airway 9 service currently operates between Burton and East Midlands Gateway and includes stops at Melbourne, Ashby, Swadlincote and East Midlands Airport. The Airway 9 service would connect the Site to towns that cannot easily access the Site by rail. The Airway 9 generally has a 30-minute frequency and operates between 03:00 and 23:30, which means the operational hours are suited to the 24/7 working patterns that will feature in the Proposed Development.

- The MY15 bus service which terminates at East Midlands Airport would be extended to the Site. The MY15 service currently operates between Ilkeston and East Midlands Airport, and includes stops at Sandiacre, Long Eaton and Castle Donington. The extension would offer opportunities for public transport access to the Site from areas that do not have convenient sustainable transport alternatives, although the journey time from the route origin in Ilkeston would exceed an hour, which may not be an attractive option. The existing service has an hourly frequency and has long operating hours between 04:00 and 01:00, which would align with 24/7 working patterns at the Site.

4.1.2.1 Other options

In discussions with NCC, it has been suggested that an alternative to diverting the Skylink Express into the Site would be to retain the route of the Skylink Express as existing, and operate a shuttle bus to pick up passengers from East Midlands Gateway. This would benefit bus users interchanging at East Midlands Gateway, as the shuttle bus could take them to their final destination within the Site, which would make bus use more attractive. The East Midlands Gateway bus interchange is not, however, owned by the highway authority and an agreement with the owner would be required to operate a private shuttle bus in this way. A variation to this option would be to operate a shared shuttle bus serving East Midlands Gateway and the Proposed Development, but again this would need agreement with the East Midlands Gateway owner.

NCC is planning to pilot a demand responsive bus service which would serve south-west Rushcliffe and Kegworth. The pilot is due to start in late Autumn 2022 and would last 3 years until 2025. If the pilot proved successful, then this could offer a public transport link to less populated areas to the south of the Site, where passenger demand is not sufficient to support a commercial bus service.

4.1.3 NET tram

The Skylink Express which stops at Clifton South Park and Ride would provide a connection between the NET tram and the Site. NET passengers would be dropped off at the bus/mobility hub at the eastern access to the Site.

The Site will have a reserved land corridor for the NET tram to pass through the Site, should an extension to East Midlands Parkway or the airport be proposed in the future. If NET was extended through the Site, this would have the potential to reduce traffic impacts.

4.1.4 Phasing of public transport

As the decommissioning and demolition of the power station will take time, the western side of the Northern Area will not be developed until after Phases 1 and 2. As a consequence, the Phase 3 development, pedestrian connection to the station, proposed road, pedestrian and cycle route corridor connecting between the western and eastern access of the Northern Area will not be delivered until the power station demolition has been completed.

For Phases 1 and 2, the private shuttle bus will pick up rail passengers from East Midlands Parkway station and deliver them to their final destination on the Site. Trent Barton and Midland Classic have indicated that they would be interested in providing bus services to the Site from day one of occupation. Buses would therefore either stop at the bus/mobility hub at the eastern access to the Northern Area, or they could stop at East Midlands Parkway station, where passengers would be taken to their final destination by the private shuttle bus.

For Phase 3, the pedestrian link to the station would be delivered along with the road, pedestrian and cycle route corridor connecting the western and eastern access of the Northern Area.

4.1.5 Cycle

NCC has identified two strategic routes in the vicinity of the Site, and these are:

- A strengthening of the route along the former A453 from Clifton to East Midlands Parkway station, which the Nottingham City Council (NCC) has secured Transforming Cities Funding to create. Subject to approval and funding, the intention is for this route to be delivered in 2022; and

- A route between East Midlands Parkway station and Kegworth, which requires third-party land to deliver and is therefore a long-term proposal. NCC is seeking funding to purchase/dedicate land and construct a suitable cycle facility.

A further potential cycle route, not included in the strategic network, is between the Site and Gotham, which could connect with a proposed route to East Leake. The deliverability of the route has not been established and NCC would therefore wish to secure long-term funding for the proposal.

Whilst beyond the scope of the LDO, NCC also has an aspiration for a link to the north across the River Trent to Long Eaton, which would open up access to Chilwell, Toton, Stapleford and Beeston.

4.1.6 HS2

In addition to the above interventions, the proposal for HS2 to stop at East Midlands Parkway station has the potential to increase rail use for access to the Site, improve bus access to the station and attract a potential future NET tram link to the station.

4.2 Organisations impacted by the Travel Plan

The following local authorities and stakeholders were consulted to discuss sustainable transport opportunities.

- NCC;
- NCityC;
- Leicestershire County Council (LCC);
- Derbyshire County Council (DCC); and
- Local bus operators (Trent Barton, Midland Classic).

5. Aims and Objectives

5.1 Overarching aims

This SWTPF mainly focuses on staff related to the Proposed Development. The measures suggested within this document are intended to reduce the use of single-occupancy vehicles and encourage travel by sustainable and active modes of transport.

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

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

5.2 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/micromobility 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.

5.3 Site-specific

In line with guiding policy, the following preliminary objectives have been prepared for the Proposed Development. As the SWTPF is an evolving document, these will be continually reviewed and at this stage are as follows:

- To encourage a greater number of people to undertake their journeys to work by public transport and by cycle; and
- To facilitate the opportunities to achieve a healthy lifestyle for all those travelling to the Site (staff).

The SWTPF is about assisting people in finding ways to travel differently. It is a cogent strategy for providing and promoting realistic, high-quality travel options and improving the travel environment for the community as a whole.

The SWTPF focuses on the long-term strategy for the Proposed Development and focuses on getting site users to travel on foot and by cycle. The measures embedded within the design intend to highlight the availability of these modes as well as ensuring that they are accessible for all users.

6. Management

6.1 Introduction

The success of any travel plan can be determined by a variety of factors. In order to maximise the chances of success, it is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum.

The most successful travel plans have management support and dedicated staff resource to manage and oversee them. The decision to develop and implement a travel plan is a formal commitment at the highest level of the organisation or building management company, often with the assistance of another organisation such as the local council.

6.2 Travel Plan Co-ordinators

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 Site Wide Travel Plan (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 Plot Specific Travel Plan (PSTP).

The Site Wide TPC and Occupier TPCs would be in post from first occupation of the first development until a point 5 years after first occupation of the final development.

6.3 Role of the Travel Plan Co-ordinators

6.3.1 Site Wide TPC

The role of the Site Wide TPC will include:

- Implementation and promotion of the SWTP;
- Act as the first point of contact for staff members regarding any travel and transport queries;
- Liaison with the Occupier TPCs to gain support and commitment to the SWTP;
- Providing the Occupier TPCs with the necessary resources, advice and support to make sure that the framework and principles of the SWTP are successfully incorporated into their PSTP and implemented for their businesses;
- Liaison with public transport operators and other stakeholders, including negotiation of promotions. It is recommended that the Site Wide TPC should work closely with any local transport forums (e.g. the East Midlands Airport Transport Forum) to maximise shared learning and sustainable transport investment opportunities;
- Establishing, chairing and co-ordinating a Travel Plan Steering Group (see Section 6.4) with meetings as required;
- Reporting on progress against SWTP targets, setting the monitoring regime to enable evaluation of the effectiveness of SWTP measures, and a reshaping of the strategy if required;
- Reviewing the targets in co-ordination with the Travel Plan Steering Group on a yearly basis, including once the travel survey data has been collected and the site-specific travel patterns are fully appreciated;
- Organisation of promotional events for the whole Site; and

- Update NCC on the name and contact details should the person undertaking the role of Site Wide TPC or Occupier TPC change or their contact details are amended.

6.3.2 Occupier TPC

The Occupier TPC will be responsible for preparing, implementing and promoting the PSTP which will reflect the specific operational characteristics of the employer and will be set within the framework and principles set out in the SWTP. The Occupier TPC will also act as the first point of contact for staff members regarding any travel and transport queries and will be responsible for monitoring progress within their organisation as well as liaising with the Site Wide TPC. The PSTP will be submitted to the Site Wide TPC to check that it is in line with the SWTP. PSTPs will be submitted to the Council's Travel Plan officer for review and approval.

The Occupier TPCs would aim to make all staff members based at the site aware of the Travel Plan.

6.4 Travel Plan Steering Group

A Travel Plan Steering Group will be set up to provide support to the Site Wide TPC and to allow Occupier TPCs to become involved in the development and revision, if and when required, of the SWTP. As part of the membership of the Travel Plan Steering Group, it will be required that staff from the Site management attend, to ensure high-level buy-in for the SWTP.

The Travel Plan Steering Group will be used to discuss the feedback of the implemented measures and to raise awareness of the SWTP. The Travel Plan Steering Group allows for momentum to be maintained, since the development of the SWTP is a dynamic process and not simply the one-off production of a document.

Membership of the Travel Plan Steering Group will be open to all Occupier TPCs, and it will be the responsibility of the Occupier TPC to gather the views of their staff to flag opportunities and issues. The Occupier TPCs could set up a Travel Plan Steering Group within their own organisation to gather staff views to feedback to the site wide Travel Plan Steering Group.

7. Baseline Mode Split and Targets

7.1 Introduction

This section considers the baseline modal split and targets for increasing sustainable travel mode shares for the future staff and visitors of the Proposed Development.

In order for the SWTP to succeed, and to enable a measurement of its success, indicative targets have been set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART), ensuring that targets for modal split can be achieved.

Monitoring of the SWTP will be undertaken throughout its duration and, if necessary, changes to the implementation of the SWTP or the type of measures that it includes can be made to ensure that the overall targets are achieved within the timeframe set.

The targets outlined herein are preliminary targets as details about occupiers and their staff mode shares cannot be determined at this stage.

A baseline travel survey will take place within one year of first occupation. This will comprise a multi-modal survey of staff and visitor movements to and from the Site on a weekday, and a staff travel survey via an online questionnaire (or paper-based questionnaire if they so request). Each employer would be responsible for administering the travel surveys of their own staff. Data collected as part of the baseline travel survey will be shared with the Site Wide TPC who will use the data to set refined, specific SWTP targets.

Multi-modal surveys of staff and visitor movements to and from the Site and travel surveys will subsequently be undertaken, as set out in Section 9, following occupation of the Proposed Development to monitor the modal share against the predicted targets and update these where necessary (for example, when additional development plots are occupied).

As the SWTP is an evolving document, these initial targets will be continually reviewed should it be evident that the set targets are not wholly relevant to the Site.

7.2 Baseline modal shares

The baseline mode shares for staff and visitors of the proposed land uses have been developed using the East Midlands Gateway Model (EMGM) forecast mode share, as described in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO.

The baseline modal share for staff of the Proposed Development is presented in Table 5 (see Section 7.5).

7.3 Targets

Targets are measurable goals by which the progress of the SWTP will be assessed and are essential for monitoring its progress and success. These targets will be SMART.

Two types of targets would be considered. ‘Action’ type targets are physical actions that can be achieved by a set date, for example appointing a Travel Plan Co-ordinator (TPC), whilst ‘Aim’ type targets are those which relate to outcomes achieved through implementation of measures, for example, achieving a change in mode split compared to a baseline. It is proposed to set both ‘Action’ and ‘Aim’ type targets.

7.4 Action target

The following Action target is proposed:

- Raise employee and visitor awareness of sustainable travel opportunities and their benefits and, in particular, the measures included within the SWTP, including but not limited to:
 - How to contact the Travel Plan Co-ordinator;
 - The bus services which are available;
 - The rail services which are available;
 - The availability of on-site onward travel facilities (i.e. the private shuttle bus and shared bikes/micromobility);
 - The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot;
 - Car share schemes which are available; and
 - The cycle parking facilities provided and the health benefits of cycling.

Achieving this specific and timed target will be measured by the implementation of marketing and awareness raising measures.

7.5 Aim Target

In the full SWTP, once occupiers are known, primary targets would be based on the trip generation with secondary targets for mode share.

Table 5 sets out the Aim target for the Proposed Development based on mode share. The opening year target has been derived from the EMGM which has been used to assess the impact of the Proposed Development in the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO. The 5-year target has been set at a level which is felt to be challenging but achievable.

Table 5 – Indicative staff mode share and targets

Mode	Mode share targets	
	Opening year	5-year target
Car driver	76%	71%
Car share	6%	9%
Public transport	15%	16%
Cycle and walking	3%	4%

The mode split and the associated trip generation will be agreed as being realistic and achievable through the planning process and as being acceptable in the context of any necessary mitigation secured with adoption of the LDO. This is therefore an appropriate target for the SWTP in the context of planning policy and practice.

This mode split target will be refined once the results of the initial Travel Survey have been reviewed. The agreed targets will have an initial 5-year timeframe but will continue on a rolling basis until targets are met (provided that agreed targets are no more onerous than those agreed and assessed through planning). This will continue until no later than 5 years from the date of the first occupation of the final development of the Site, at

which point the requirements to report to NCC would expire. The SWTP will continue for the lifetime of the Proposed Development to ensure sustainable travel remains embedded in employee behaviour.

Achieving this specific and timed target will be measured through monitoring travel surveys and multi-modal counts, and any changes to targets would be agreed with NCC.

8. Measures

8.1 Common design measures to encourage sustainable transport

There are various measures embedded within the design of the Proposed Development to influence travel patterns of staff. These are described in the Design Guide (document reference: RBCLDO-ARUP-ZZ-XX-RP-A-0001) and the Transport Assessment (document reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0003) submitted with the LDO.

8.1.1 Public transport access

The Proposed Development will significantly improve rail access with a new direct pedestrian link between the East Midlands Parkway station and the Site. There will also be an opportunity to access the Site by bus with new connections offering a wider catchment and higher frequency services with bus stops within the Site. In addition, given the large size of the Site, there will be a private shuttle bus and shared bikes/micromobility at mobility hubs to enable onward travel to the final on-site destination. The buses also provide links to other bus services at East Midlands Gateway and the NET tram at Clifton South Park and Ride. The proposed improvements will make public transport a more appealing option.

8.1.2 Cycle access and parking

The Proposed Development will include off-road pedestrian and cycle routes around the Site, including a dedicated link between the Northern and Southern Areas and links into the existing shared pedestrian/cycle route along the A453 corridor. The Proposed Development includes a total of:

- 302 long-stay cycle parking spaces; and
- 118 short-stay cycle parking spaces.

Long-stay cycle parking will be secure, covered and close to the staff entrance to occupier units. Short-stay cycle parking will be located close to the visitor/appropriate building entrance.

Each individual occupier unit on-site will include supporting facilities including showers, changing rooms and lockers.

There will also be shared bikes/micromobility located at the mobility hubs and at additional locations for convenient access to all developments on-site.

8.1.3 Pedestrian access

Due to the out-of-town location, pedestrian movements are essentially limited to movements within the Site, and the trip end for travel to the Site by another mode. To this end, the Proposed Development will improve pedestrian routes within the Site, including the direct link to East Midlands Parkway station and connections to mobility hubs within the Site.

8.2 Travel plan initiatives

The following measures will be investigated to encourage the use of alternative means of transport and would be promoted by the future occupiers of the Site.

8.2.1 Employee welcome packs

Employees of each occupier will be provided with sustainable travel information before starting work at the Site, including travel options and information on the health and environmental benefits of utilising sustainable modes of transport, particularly cycling (as walking is only a trip end option). The welcome pack will contain the TPC contact details.

8.2.2 Digital notice board and site-wide newsletter

Additional transport information would be provided on digital notice boards. These would be displayed in prominent locations that are accessible to employees. Similar information would be provided by a site-wide newsletter.

8.2.3 Measures to facilitate public transport use

With the proposed improvements to public transport access, the Proposed Development will have good accessibility to rail and bus. The availability of public transport services would be highlighted through publication on the management and occupier site.

The following initiatives would also be considered:

- Providing up-to-date public transport information, timetables and maps as part of the employee induction process;
- Provision of personalised travel planning;
- Provision of real time bus information at mobility hubs;
- Provision of interest-free season ticket loans to enable staff to spread season ticket payments over a period of time; and
- Provision of taster bus tickets on a redemption basis as an incentive to travel more sustainably.

8.2.4 Car sharing

Car sharing involves two or more people sharing a car for their journey to/from work, education or other regular trip. It promotes sustainable travel patterns by increasing car occupancy, with a consequential reduction in car trips. It also provides an opportunity for social interaction. This would be a viable way to decrease single-occupancy vehicles accessing the Site, particularly over night when sustainable modes may be less appealing. Car sharing would be encouraged by:

- Holding periodic car share tea/coffee mornings which could allow employees to match up with people who undertake a similar journey. This will also demonstrate the social benefits of car sharing and can improve engagement among employees;
- Publicising car sharing websites such as Liftshare.com and NottinghamShare where users can match up with local drivers or passengers in the area undertaking similar journeys;
- There is also potential to introduce reserved car sharing spaces to encourage staff to avoid single occupancy car journeys; and
- Advertising the cost savings of car sharing on notice boards in addition to the positive environmental impacts in order to raise awareness of the benefits.

8.2.5 Measures to facilitate cycling

The following initiatives would be considered to encourage employees to cycle to work:

- Consider employing locally, so that employees' route to work is sufficiently short to be undertaken by cycling;
- Interest-free cycle loans to enable staff to purchase cycles and spread the payments out over a period of time. This could be in the form of participation in the government's Cycle to Work scheme, administered through a private sector provider;
- Negotiation of discounts with local cycle shops for staff purchases and maintenance;

- Payment of a cycle mileage allowance for employees using their own cycles for business trips;
- Provision of showers and changing facilities;
- Provision of reflective clothing and cycle vouchers;
- Organise on-site cycle training for employees, either through the Council or an appropriate private-sector provider;
- Organise an on-site cycle servicing/repair scheme;
- Participate and co-operate in national active travel promotional events; and
- Setting up a Bicycle User Group (BUG); these enable cycle users to meet to discuss problems and issues that may arise and offer staff that may not be confident enough to cycle on their own to join a ‘Buddy Scheme’ where people can pair up with fellow cyclists who cycle along similar routes.

8.2.6 Measures to facilitate walking

Walking is only really a viable mode for trip end movements and inter-site movements and the following initiatives would be considered to further encourage walking amongst employees and visitors:

- Provide a map showing walking routes and indicating distances and times to the most common destinations within the Site (e.g. community facilities);
- Make a pool of umbrellas available;
- Make personal alarms available to employees who may have concerns about issues of personal safety;
- Participate and co-operate in national active travel promotional events; and
- Raise and promote awareness of the health benefits of walking through promotional material.

8.2.7 Measures to reduce the need to travel

Businesses would be encouraged to implement IT initiatives which reduce the need to travel, including teleworking and teleconferencing.

8.2.8 Fleet management measures

Occupiers with a fleet of vehicles would be encouraged to:

- Use the rail sidings for haulage where feasible;
- Manage vehicle kilometres and minimise road-based travel; and
- Replace vehicles with lower emission alternatives where feasible.

9. Monitoring

9.1 Introduction

An important part of any Travel Plan is the ongoing monitoring and reviewing of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the SWTP to be refined and adapted in order to improve it.

To enable the success of the SWTP, the Site Wide Travel Plan Coordinator will carry out monitoring of travel patterns and will review and update the SWTP where necessary. This will ensure that the SWTP remains relevant and effective.

9.2 Monitoring surveys

The first SWTP monitoring surveys, or initial baseline surveys, will be carried out within three months of first occupation of each individual development. Subsequently, surveys will be undertaken as set out in Table 6.

Table 6 – Monitoring survey frequency

Year	Monitoring surveys	
	Multi-modal survey *	5-year target
Baseline (3 months)	No	Yes
1	Yes	Yes
2	No	Yes
3	Yes	Yes
4	No	Yes
5	Yes	Yes

* Based on Standard Assessment Methodology for TRICS

The monitoring surveys will be analysed against a number of indicators in order to establish how well the measures are achieving the aims of the SWTP and if any modifications are required to meet these objectives more effectively.

9.2.1 Travel Survey methodology

The monitoring will be the responsibility of the Site Wide TPC and would comprise multi-modal counts of all trips undertaken to and from the Site (Northern and Southern Areas) based on the Standard Assessment Methodology for TRICS, and travel surveys of staff.

The multi-modal surveys will be carried out by an independent field company and will be fully funded by the LDO.

The travel surveys would be undertaken by employers (organised by the Occupier TPC) to monitor the travel behaviour of staff and would be shared with NCC for approval before commencing surveys. This will ask questions about how staff currently travel to and from the Site, how they would prefer to travel to and from the Site, any travel or transport issues they are encountering, and their attitudes toward sustainable travel.

Results will be fed back to the Site Wide TPC who will issue a site-wide monitoring report to NCC. The Site Wide TPC would aim to submit the monitoring report (one report for the whole Site) to NCC within one month

of receipt of all survey data. The Occupier TPC will be in regular communication with staff and the Site Wide TPC will periodically issue newsletters containing travel survey results and/or reports.

9.2.2 Secondary monitoring

Alongside the travel surveys, there would also be monitoring of the uptake of initiatives such as car-sharing schemes and public transport incentives in order to understand the effectiveness and success of implemented measures.

10. Action Plan

Table 7 summarises the actions which could be undertaken during occupation to deliver the SWTP objectives and to update it to reflect the actual travel behaviour of staff.

This indicative action plan will be reviewed with stakeholders and updated in subsequent SWTP document revisions. The SWTP is an ongoing, adaptable document and, as such, will be reviewed over time and adapted where necessary to accommodate changing demands and guidance on encouraging sustainable travel.

Table 7 – Action Plan

Theme	Objectives	Measure	Action/status	Responsibility	Timing
SWTP Management	To encourage travel by sustainable transport modes	Site Wide TPC	To be appointed	Site management	Prior to occupation
		Occupier TPCs	To be appointed	Occupier	Prior to occupation
		PSTPs	Prepare PSTP	Occupier TPC	Prior to occupation
		Detailed funding mechanisms	Identify costs of individual measures and secure approval	Site Wide TPC	Upon appointment
		Travel Plan Steering Group	Set up a Travel Plan Steering Group	Site Wide TPC	Within three months of appointment
		Initial baseline travel surveys	Undertake the surveys and analyse their results	Site Wide TPC/Occupier TPC	Within one year of first occupation
		Revised modal split targets	Revise modal split targets based on the results of the initial baseline travel surveys	Site Wide TPC/Occupier TPC	Upon completion of the initial travel surveys
		Subsequent monitoring surveys	Undertake the subsequent travel surveys and analyse their results	Site Wide TPC/Occupier TPC	Each year up to year 5 after first occupation
		Monitoring reports	Produce monitoring reports following travel surveys in years one to five	Site Wide TPC	Upon completion of the travel surveys
		Update of SWTP	Update the SWTP to reflect the results of the travel surveys, revised measures, updated action plans and remedial measures	Site Wide TPC/Travel Plan Steering Group / NCC Travel Plan officers	Within six months of completion of the travel surveys
Promotion/ Marketing	To raise awareness of sustainable transport modes	Staff SWTP / PSTP Induction	Organise induction sessions	Occupier TPC	Ongoing
		Staff Notice boards	Set up digital notice boards displaying travel and community information to staff in each building atrium	Occupier TPC	Prior to occupation and ongoing
		Website/intranet information	Design and maintain a web page for the SWTP if the operational development has a website and/or on the	Site Wide TPC/Occupier TPC	Within one month of first occupation and ongoing

Theme	Objectives	Measure	Action/status	Responsibility	Timing
			occupiers' intranet or websites		
		Promotion of walking resources (websites, tools and events)	Promote walking resources within Staff Welcome Packs, on digital notice boards and online	Occupier TPC	Ongoing
		Promotion of cycling resources (websites, tools and events)	Promote cycling resources within Staff Welcome Packs, on digital notice boards and online	Occupier TPC	Ongoing
Walking	To encourage travel by walking	Issuing of Personal Alarms	Make personal alarms available to staff	Occupier TPC	Ongoing
		Provision of umbrellas	Make umbrellas available to staff	Occupier TPC	Ongoing
Cycling	To encourage travel by cycling and increase mode share	On-site cycle parking	Install before first occupation	Occupier	Prior to occupation
		Cycle training and skills courses	Promote attendance by providing marketing information to staff	Site Wide TPC/Occupier TPC	Ongoing
		Cycling events (e.g. Bike Week, Cycle to Work Day, Let's Ride)	Promote/organise participation and provide marketing information to staff	Site Wide TPC/Occupier TPC	Ongoing
		Bike2Work Scheme	Encourage/support occupiers to provide Bike2Work scheme to employees	Site Wide TPC/Occupier TPC	Ongoing
		Local cycling guides and journey planners	Promote/distribute	Site Wide TPC/Occupier TPC	Ongoing
		Safety courses for cyclists	Promote/facilitate attendance by making staff aware of local schemes through noticeboards or email and help to arrange events	Site Wide TPC/Occupier TPC	Ongoing
		On-site cycling service/repair schemes	Organise on-site cycling servicing/repair scheme	Site Wide TPC/Occupier TPC	Ongoing
		Showers and Changing Facilities	Provide showers and changing facilities	Occupier	Prior to occupation
Public Transport	To encourage travel by public transport and increase mode	Timetables, bus spider maps and information on night services	Promote use by providing marketing information to staff	Occupier TPC	Ongoing

Theme	Objectives	Measure	Action/status	Responsibility	Timing
	share resources	Season Ticket Loans	Encourage employers to provide season ticket loans	Site Wide TPC	Within one year of occupation and ongoing
Vehicle trips	To reduce private car use	Car sharing scheme	Promote car sharing if vehicles are the only viable option for a trip	Occupier TPC	Within one year of occupation and ongoing
Reducing the overall need to travel	To encourage reduced travel	IT Initiatives	Encourage employers to implement IT initiatives which reduce the overall need to travel (for example tele-working and teleconferencing)	Site Wide TPC/Occupier	Within one year of occupation and ongoing

11. Securing and enforcing the SWTP and PSTPs

11.1 Securing the SWTP and PSTPs

The implementation of the SWTP will be secured through adoption of the LDO. The implementation of PSTPs is secured through Condition 10 of the LDO, which requires all applications for a Certificate of Compliance in respect of a traffic generating use of a specific plot to include a PSTP.

The travel survey results and SWTP reviews will be submitted to NCC.

The SWTP and PSTPs, including physical measures associated with the Proposed Development, will ensure that sustainable travel patterns are secured as part of the Proposed Development.

The action plan will be monitored by the Site Wide TPC to ensure that targets are being reached and to advise on any corrective actions as necessary. If the SWTP fails to achieve its targets at the end of the monitoring period, remedial measures would be considered, including an extension to the monitoring period (as well as an extension to the Site Wide TPCs period-in-post) and a full review of measures.

11.2 Enforcing the SWTP and PSTPs

The Site Wide TPC will seek support and guidance as necessary from NCC Travel Plan officers, in addition to reporting on SWTP reviews to ensure that it is effective in meeting its objectives.

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**Appendix 7: Draft Ratcliffe on Soar Local Development
Order Statement of Community Involvement
(July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



STATEMENT OF COMMUNITY INVOLVEMENT

JULY 2023



Rushcliffe Borough Council

Ratcliffe-on-Soar Local Development Order

Statement of Community Involvement

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

July 2023



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 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.

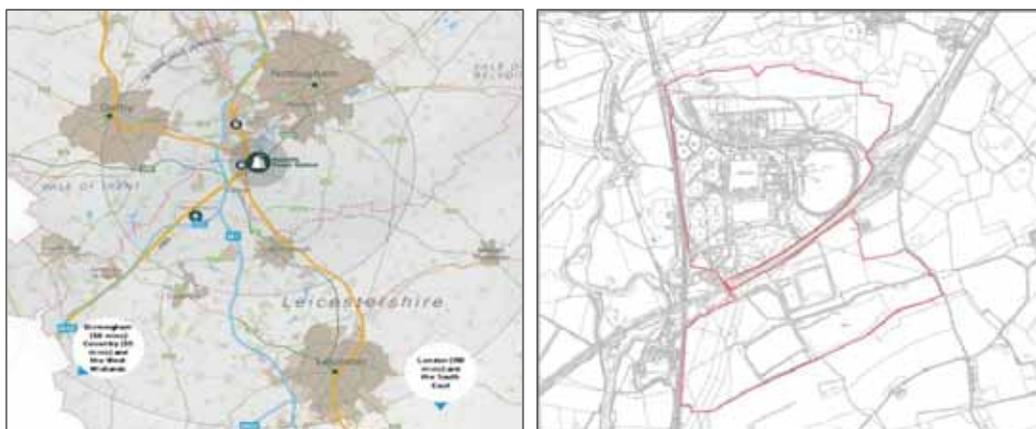


Figure 1 – Regional location and Site boundary

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 be 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.

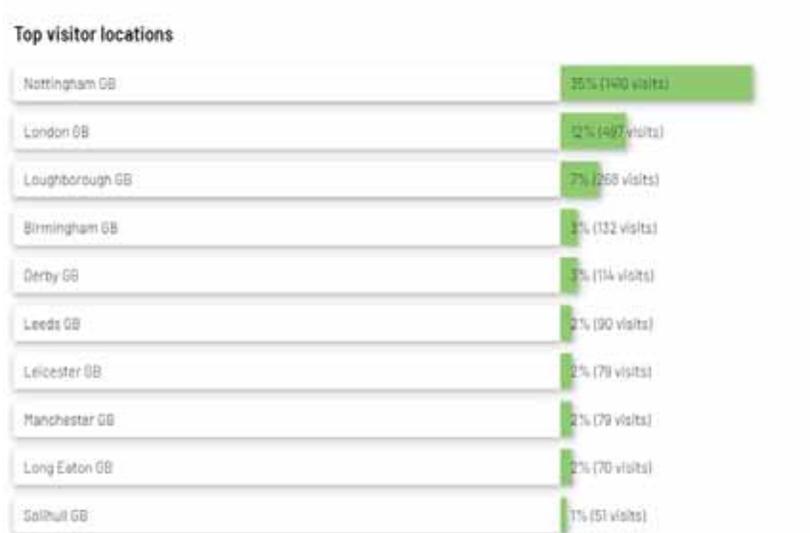


Figure 2 – Geographic spread of website visitors

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

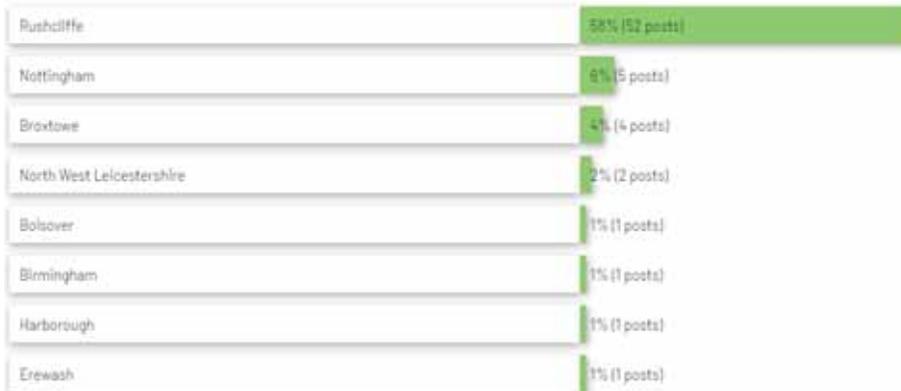


Figure 5 – Location of online questionnaire respondents, by local authority area

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>	<p>The Council will continue to engage with the Canal and River Trust as part of the statutory consultation on the draft LDO.</p>

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.</p> <p>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
		<p>current East Midlands Parkway Station will need to be adapted to connect with HS2.</p> <p>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..</p>
	<p>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.</p>	<p>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.</p> <p>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.</p>
LDO, Freeport and Phasing	<p>Comments on the LDO process and how this would adapt over time to new environmental legislation / standards.</p>	<p>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.</p>
	<p>Comments on the extent to which the Southern Area might be closed to the public due to Freeport related customs security restrictions.</p>	<p>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.</p>
Other	<p>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.</p>	<p>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.</p>
	<p>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.</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.¹⁰</p>
	<p>Discussion with owners of the adjacent Winking Hill Farm, regarding potential impacts of the development and the location of site accesses.</p>	<p>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.</p>

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.

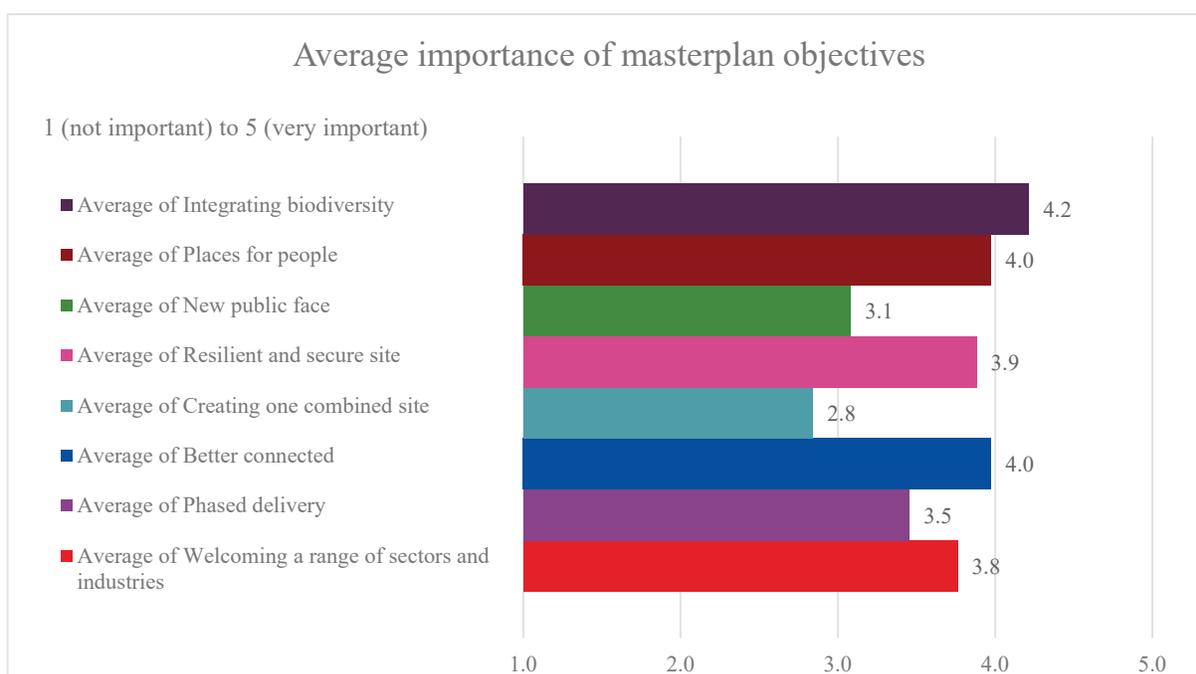


Figure 6 – Diagram showing the average ranking of importance for each masterplan objective

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.

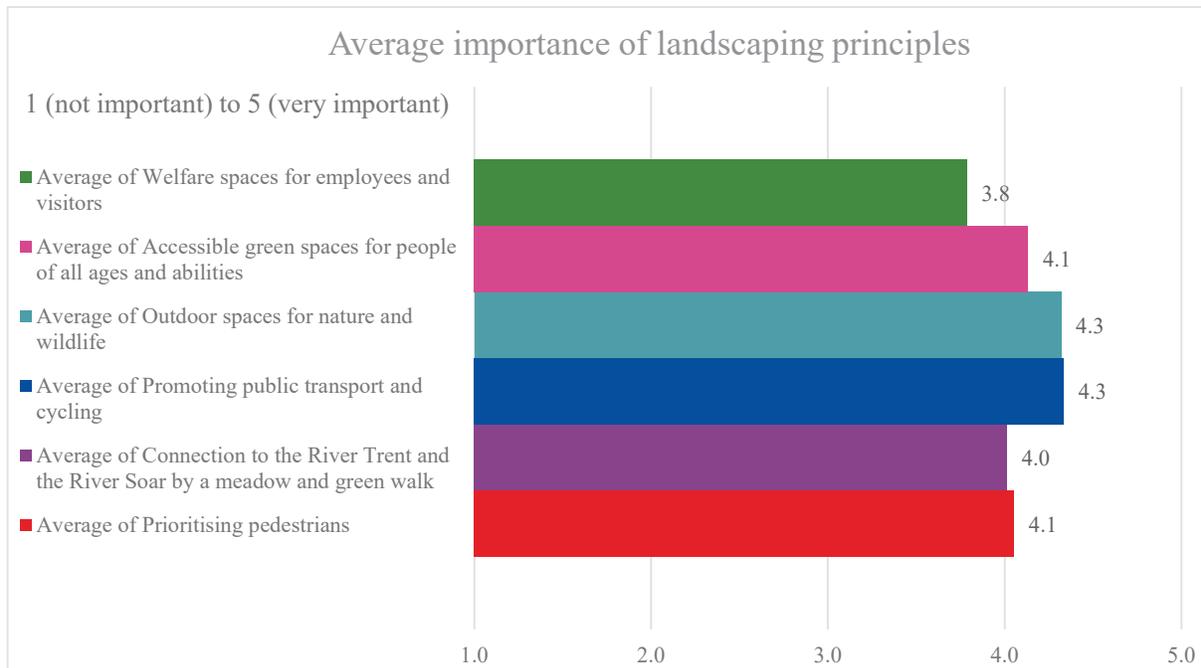


Figure 7 – Diagram showing the average ranking of importance for each landscaping principle

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.

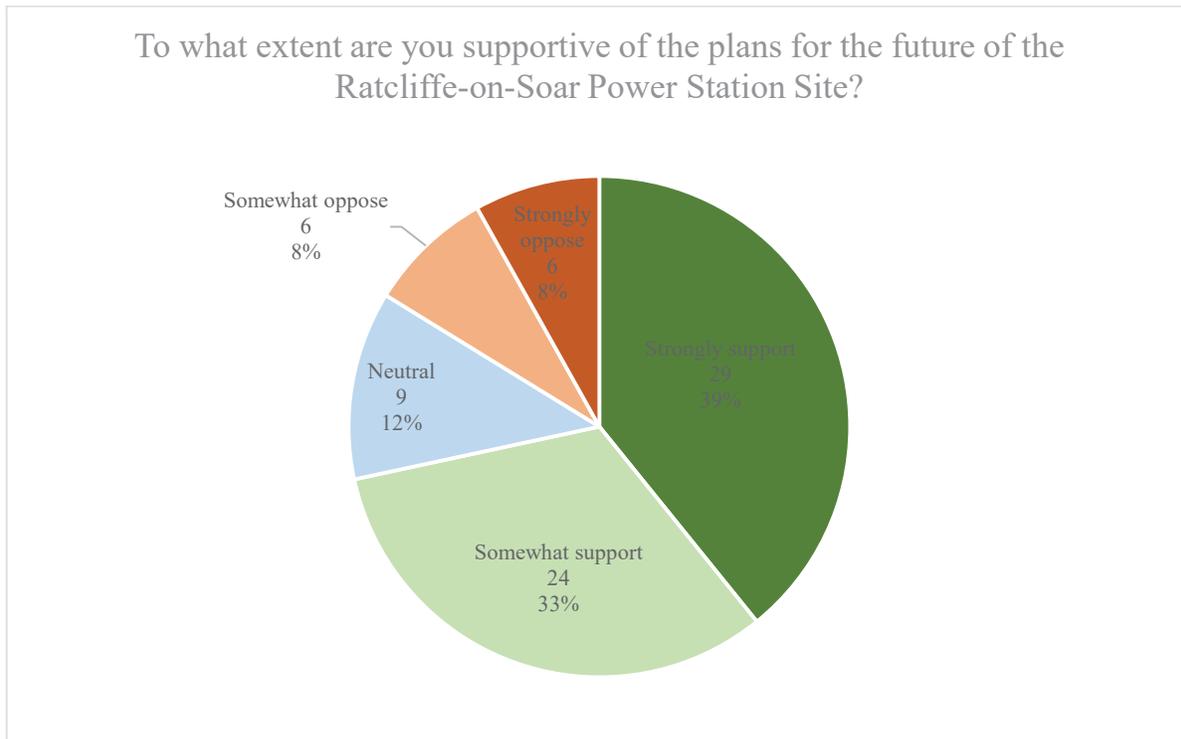


Figure 8 – Diagram showing the overall level of support of plans for the future of the Site

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: 25th 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 60 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 Freepoint, 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
NG31 0AX

Tuesday 7th December 2021
Gotham Memorial Hall
Nottingham Road, Gotham
NG31 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 25th 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.

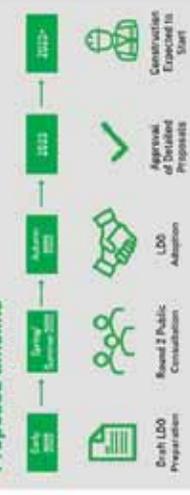
The deadline for completing the questionnaire is Monday 10th January 2022. You can also share your comments via email to consultation@ratcliffeLDO.com.

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.

Proposed timeline



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Appendix A3 Press release letter



Press Release

REF LDO

FOR IMMEDIATE RELEASE

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](https://twitter.com/RushcliffeON) or [Rushcliffe on Facebook](https://www.rushcliffe.gov.uk) or go to [the council's website](https://www.rushcliffe.gov.uk).

Appendix A4 Consultation materials (Information boards, FAQs and consultation questionnaire)

Virtual exhibition boards



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 Freepoint, Freepoints 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 Freepoint sites.

Key potential benefits

- Supporting an estimated 7,000 – 8,000 jobs based around advanced manufacturing and energy users
- 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



What is a Freepoint?

Freepoints are a flagship government programme designed to attract major domestic and international investment and deliver on the 'levelling-up' agenda.

Freepoints 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 Freepoints are:

1. Trade and investment – Establish Freepoints 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 Freepoint?

The East Midlands Freepoint was announced as a successful Freepoint bid by the government in March 2021.

As the UK's only inland Freepoint, 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 Freepoint 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 Freepoint sites are:

- East Midlands Airport and Gateway Industrial Cluster
- East Midlands Intermodal Park

For more information visit emfreepoint.com

Business & Employment

RUSHCLIFFE BOROUGH COUNCIL
Ratcliffe-on-Soar Power Station Redevelopment

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:

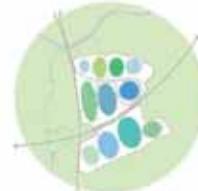
- Land to provide large, secure and flexible development plots
- Resilient, reliable access to low-carbon energy, including the EMERGE Centre, which was granted planning approval in 2021 (subject to completion of the Section 106 Agreement)
- Access to a skilled workforce in three counties
- Easily accessible 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



Masterplan Objectives

RUSHCLIFFE BOROUGH COUNCIL
Ratcliffe-on-Soar Power Station Redevelopment

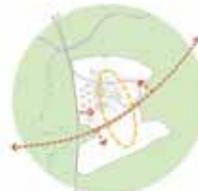
We have developed some initial objectives for the masterplan, which are aligned with the emerging vision for the redevelopment of the site. These objectives are not fixed but show the initial thinking for the site. They are explained in the following diagrams:



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 sites designed into one campus.



3 Better connected
Enhancing public transport connectivity and creating a new network of internal roads and routes.



4 Planned delivery
Setting an 8-10 year framework to enable growth with change over the coming years.



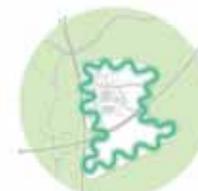
5 Resilient and secure site
Businesses could potentially benefit from energy generated on site. The site could be secure and protected from flooding.



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.

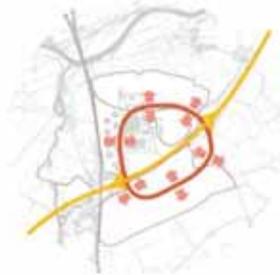


8 Integrating biodiversity
Creating a healthier site response to its existing and surrounding environment.

Design Principles

RUSHCLIFFE BOROUGH COUNCIL
Ratcliffe-on-Soar Power Station Redevelopment

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 all 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.

Environment

RUSHCLIFFE BOROUGH COUNCIL
Ratcliffe-on-Soar Power Station Redevelopment

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



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 pedestrianisation
Providing green pedestrian routes that connect buildings and residential areas together.



2. Resilient and resilient
Connecting to the nearby River Trent and River Soar by a resilient and green walk.



3. Promoting public transport and cycling
Integrating bus, train and cycle routes into the development.



4. Outdoor spaces for leisure and wildlife
Providing green outdoor spaces across the site for people to relax and enjoy nature.



5. Multiple spaces
Offering multi-use green areas and wildlife spaces to create a vibrant 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.

Transport & Connectivity

RUSHCLIFFE BOROUGH COUNCIL
Ratcliffe-on-Soar Power Station Redevelopment

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.



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 H52.

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.



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.

Delivery & Phasing

RUSHCLIFFE BOROUGH COUNCIL
Ratcliffe-on-Soar Power Station Redevelopment

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:



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:

1.  You can fill out a consultation questionnaire online via the website: ratcliffe-ratcliffeLDO.com
2.  Print and fill out a paper copy and send it to us at: Freepost RATCLIFFE LDO
3.  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 Councilors – 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

- 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.
- 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

- 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 re-use 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.
- 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 105 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 the 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.



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 **Freeport 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 951 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?

.....

.....

.....

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	
Creating a new home for a variety of businesses and research organisations.	
Creating one combined site	
North and south areas integrated into one campus.	
Better connected	
Enhancing public transport connectivity and creating a new network of internal roads and routes.	
Phased delivery	
Setting up a long-term framework to enable growth and change over the coming years.	



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.

.....
.....
.....

Data Protection and Privacy Notice
<p>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.</p> <p>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/ratcliffe/ldo</p> <p>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/</p>

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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**Appendix 8: Draft Ratcliffe on Soar Local Development
Order Statement of Community Involvement
Addendum (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



STATEMENT OF COMMUNITY INVOLVEMENT ADDENDUM

July 2023



Rushcliffe Borough Council

Redevelopment of the Ratcliffe-on-Soar Power Station Site

July 2022 – September 2022 Addendum
Statement of Community Involvement

Document Ref RBCLDO-ARUP-ZZ-XX-RP-YP-0006

July 2023

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 Statement of Community Involvement (SCI) Addendum, prepared following the draft Local Development Order (LDO) statutory consultation that ran for 6 weeks from 21st July to 5th September 2022. This addendum report documents the outcome of the second round of engagement with a wide range of stakeholders via the consultation undertaken by Rushcliffe Borough Council in its role as Local Planning Authority (LPA). The feedback received was used to inform a review of the LDO and its supporting documents and led to a number of amendments which will then be incorporated into the final draft LDO and submitted for review by the Council before its adoption.

This SCI Addendum should be read in conjunction with the original Statement of Community Involvement Report (RBCLDO-ARUP-ZZ-XX-RP-YP-0001), which documents the first round of non-statutory consultation undertaken from November 2021 to January 2022.

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Abbreviations

Abbreviation	Meaning
BNG	Biodiversity Net Gain
CIEEM	Chartered Institute of Ecology and Environmental Management
CIL	Community Infrastructure Levy
CoCP	Code of Construction Practice
CPRE	Campaign to Protect Rural England
D2N2	The Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham, Nottinghamshire
EcoIA	Ecological Impact Assessment
EIA	Environmental Impact Assessment
EMDC	East Midlands Development Company
EMERGE Centre	East Midlands Energy Re-Generation Centre
HGV	Heavy goods vehicle
HLM	Hallam Land Management
HMA	Housing Market Area
HS2	High Speed Two
IDB	Internal Drainage Board
LDO	Local Development Order
LPA	Local Planning Authority
LWS	Local Wildlife Site
MP	Member of Parliament
NATS	NATS Holdings Limited
NCC	Nottinghamshire County Council
NERL	NATS (En Route) plc
NET	Nottingham Express Transit
NPPF	National Planning Policy Framework
NWLDC	North West Leicestershire District Council
PAS	Planning Advisory Service
PROW	Public Rights of Way
PV	Photovoltaics
R&D	Research and Development
RBC	Rushcliffe Borough Council
SCI	Statement of Community Involvement

SRN	Strategic Road Network
SuDS	Sustainable drainage systems
VSC	Very Special Circumstances
WPD	Western Power Distribution (now National Grid Electricity Distribution)

1. Introduction

1.1 Purpose

This Statement of Community Involvement (SCI) Addendum has been prepared by Ove Arup & Partners Ltd ('Arup') in support of the draft Local Development Order (LDO) prepared by Rushcliffe Borough Council (the Council) as Promoter of the LDO. The draft LDO and Statement of Reasons and its supporting documents were formally submitted for consultation on 7th July 2022, and since then the Council has continued to engage with members of the public, local stakeholders and statutory consultees; this engagement has been in its role as Local Planning Authority (LPA), including the formal consultation required as part of the formal adoption procedures, and in its role as LDO Promoter, providing information and opportunities for interested parties to find out more about the developing LDO. Alongside this SCI Addendum, the Council has made a number of amendments to the LDO. These are detailed in this report and, where necessary, separately as supporting addendum documents to the LDO.

The purpose of this SCI Addendum is to provide an update on the continued engagement that the Council has undertaken, whilst also setting out how this engagement has directly influenced the changes sought as part of the revised/amended LDO and supporting documents. This SCI Addendum should be read in conjunction with the original Statement of Community Involvement Report (RBCLDO-ARUP-ZZ-XX-RP-YP-0001). It should also be read in conjunction with the revised LDO documents.

1.2 Statutory consultation

Following the publication of the draft LDO on 21st July 2022, statutory consultation has been undertaken by the Council in its role as LPA. 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 Design Guide, have been 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.

The consultation methods used for this statutory consultation have aimed to involve as many people and stakeholders as possible through a variety of ways that are accessible and appropriate, as detailed in the following section.

2. Methods of Engagement

2.1 Publicity

To fulfil the statutory requirements and raise awareness of the Proposed Development for the statutory consultation, a range of communication methods were used, including:

- A planning application type case was established on the Council’s Planning Portal (Ref: 22/01339/LDO), which included the LDO, Statement of Reasons, and all supporting documents. Consultees could view and comment on the application via the Planning Portal system;
- A consultation letter and notice to local residents and businesses around the Ratcliffe-on-Soar site – see Appendix A1 for a copy of the notice;
- Email notification to a stakeholder distribution list;
- Notification on the Council’s website, including the newsroom and planning policy pages;
- Press release to local and regional media outlets;
- Display of Site Notices; and
- Notification of tenants.

2.2 Summary of additional consultation and engagement by Promoter

In parallel, the Council in its role as LDO Promoter has undertaken ongoing engagement 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:

- Two public exhibitions were held at Thrumpton (16th August 2022) and Gotham (18th August 2022), with updated Exhibition Panels (can be viewed in Appendix A2). Also in attendance were members from the project team, including Arup, the Council in its role as Promoter, and Uniper as the landowner, to discuss the draft LDO proposal with attendees and answer any questions.

Beyond this statutory consultation period, engagement with key technical stakeholders has continued. These include meetings and, where necessary, workshop conversations to assist in developing the final LDO, to seek advice and to understand potential mitigation requirements. Since the end of the consultation period, additional engagement activities have included:

- Further engagement around the transport modelling and assessment activities, with National Highways, Nottinghamshire, Derbyshire and Leicestershire County Councils and Nottingham City Council;
- A ‘Critical Friend’ Design Guide review, undertaken by Mace on behalf of Rushcliffe Borough Council; and
- Engagement with National Grid and National Grid Electricity Distribution (formerly Western Power Distribution).

2.3 List of consultees

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

Table 1 – List of consultees

Category	Stakeholder
Local Authorities	Rushcliffe Borough Council (RBC)
	Nottinghamshire County Council (as Planning Authority and Highway Authority)
	Derbyshire County Council (Development Management; Waste and Minerals; Planning Policy, Highways)

	Derby City Council (Development Control; Planning Policy; Countryside Access;)
	Leicestershire County Council (Planning; Planning Control; Policy; Highways)
	Nottingham City Council (Local Plans)
	South Derbyshire District Council (Planning; Planning Policy)
	Erewash Borough Council (Planning; Planning Policy)
	North West Leicestershire District Council (Development Control; Planning Policy)
	Charnwood Borough Council (Local Plans)
Technical stakeholders, key stakeholders, and statutory consultees	National Highways
	Network Rail
	HS2 Ltd
	RBC Planning Contributions Officer
	Environment Agency
	Environmental Health
	The British Horse Society
	East Midlands Airport
	National Air Traffic Services (NATS)
	PEDALS
	Canal and River Trust
	Rushcliffe Nature Conservation Strategy Implement
	National Farmers Union
	Historic England
	Office of Rail Regulation
	Coal Authority
	Sport England
	Homes England
	Natural England
	Nottinghamshire Wildlife Trust
	Wildlife Trust
	Woodland Trust
	Campaign to Protect Rural England (CPRE)
	Garden Historic Society
	Inland Waterways
	Ramblers Association
	Public Health England
	Health and Safety Executive
	NHS
	NHS Nottingham West CCG
EON Energy	
Western Power Distribution	
Nottinghamshire County Council (Lead Local Flood Authority)	
Nottinghamshire County Council Rights of Way	
National Grid	
East Midlands Development Company	
East Midlands Freeport	
NET Trams	

	Age UK Nottingham & Nottinghamshire
	Disability Nottinghamshire
	Federation of Small Businesses East Midlands
	Rushcliffe Business Partnership
	East Midlands Chamber of Commerce
	Cadent Gas
	Cadent Gas Plant Protection
	Regen New Developments (Electricity)
	British Telecom Local Business East Midlands
	Mobile UK (Telecommunications)
	Seven Trent (Chris Bramley)
	Seven Trent Water (Growth Development; Network Development East)
	Civil Aviation Authority
	East Midlands Development Company (EMDC)
	D2N2 Local Enterprise Partnership
	Ruth Edwards MP
Rushcliffe Borough Council Ward Members	Cllr R Walker
	Cllr J Walker
	Cllr M Gaunt
	Cllr G Dickman
	Cllr C Thomas
	Cllr K Shaw
	Cllr L Way
	Cllr R Adair
	Cllr M Barney
Parish Councils	Ratcliffe on Soar Parish Council
	Barton in Fabis Parish Council
	East Leake Parish Council
	Kingston on Soar Parish Council
	Sawley Parish Council
	Lockington and Hemington Parish Council
	Gotham Parish Council
	Stanford-on-Sour Parish Council
	Thrumpton Parish Council
	West Leake Parish Council
	Sutton Bonington Parish Council
	Ruddington Parish Council
	Rempstone Parish Council
	Bunny Parish Council
	Normanton-on-Soar Parish Council
	Costock Parish Council
	Kegworth Parish Council
Neighbouring Landowners	Winking Hill Farm

	Hallam Land Management (response from Pegasus Group on their behalf)
	Redhill Marina (Mather Jamie on their behalf)

2.4 Public consultation

2.4.1 Planning Portal website

The Council established an LDO application case via their Planning Portal.¹ This acted as the central source for consultees and interested parties to view and comment on the draft LDO documents. Consultees still had the option to email or post their comments to the Council directly; these emails and letters were scanned and uploaded on the Planning Portal website.

Furthermore, the websites used for the first round of non-statutory consultation were updated to re-direct consultees to the Planning Portal, as shown in the Figure 1.

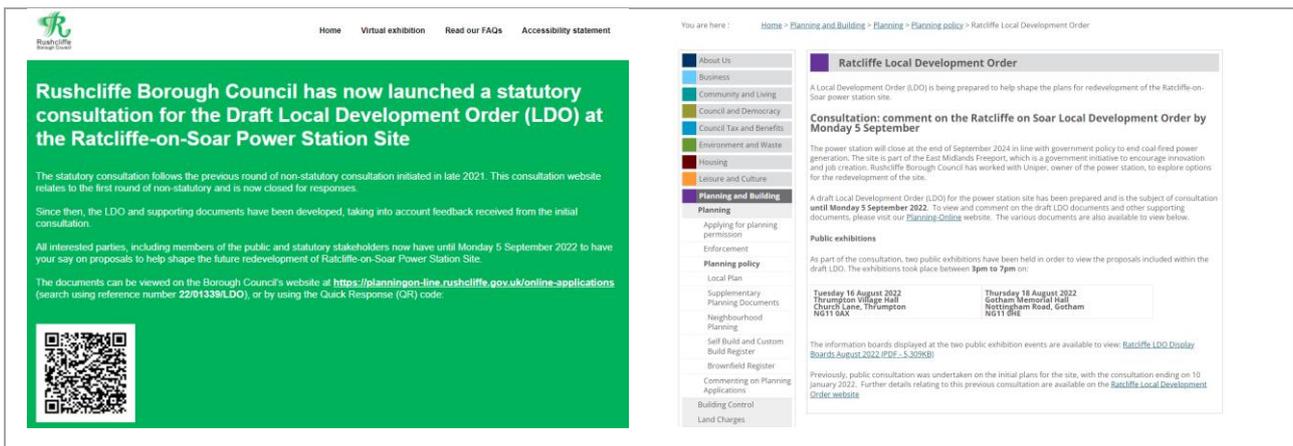


Figure 1 – Screenshots of previous consultation websites, re-directing users to the Council’s Planning Portal.

As of 19th September 2022 (two weeks after the consultation period closed), the response rate by consultees from the Planning Portal website was:

Table 2 – Number of responses received by consultees

Type of Stakeholder	Number of Comments Received
Statutory Stakeholders	27
Local Authorities	8
RBC Ward Members	3
Parish Councils	13
Non-Statutory Stakeholders	59
Total	110

2.4.2 Public exhibitions

In parallel to the statutory consultation process, to assist in promoting greater understanding of how the proposals forming the submission version of the LDO had developed from the informal consultation stage, two public exhibitions were held as follows:

- Thrumpton Village Hall, 16th August, 3–7 p.m. (65 attendees); and

¹ <https://planningon-line.rushcliffe.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=REUKMZNLCB00>

- Gotham Memorial Hall, 18th August, 3–7 p.m. (73 attendees).

The public exhibitions allowed the local community to learn about the Proposed Development and meet representatives from the Council, as LDO Promoter, its consultant (Arup) and the landowner (Uniper), to ask questions and provide feedback. There were 62 attendees who signed up for a mailing list to receive future updates.

The exhibition boards from the previous consultation round on the pre-draft LDO were updated to show details from the draft LDO proposal. The updated information boards covered the following topics:

- Welcome
- The Site
- Consultation
- Vision
- Mitigation
- Land Use
- Transport and Connectivity
- Building Heights
- Landscape
- Illustrative Masterplan
- Next Steps

A copy of the information boards can be found in Appendix A2.



Figure 2 – Public exhibition at Thrumpton Village Hall Event

3. Consultation feedback and response

3.1 Statutory consultation responses

A total of 47 comments were received from 51 stakeholders via RBC's Planning Portal. The comments have been categorised into Local Authorities, RBC Ward Members, Parish Councils and technical, key or other statutory stakeholders and summarised in Tables 3 to 8, along with responses to the feedback received on the Draft LDO. We have termed these stakeholder statutory consultees.

Table 3 – Responses to feedback received from technical stakeholders, key stakeholders, and other statutory consultees

Stakeholder	Summary	Response
The Gardens Trust	The possible impact upon the Grade II Registered Park and Garden (RPG) of Kingston Park Pleasure Grounds is underplayed. The applicant should provide additional wire frame and photo montage visualisations from within the RPG and adjacent to heritage receptors within it.	<p>A note has been prepared and submitted to the case officer to set out why the original assessment is considered accurate and robust and why visualisations are not considered necessary to aid understanding of the impact (see Appendix A5). A summary is provided here:</p> <p>Whilst the setting of Kingston Park Pleasure Grounds, and its historic value, provides a tranquil, rural context to the asset, its significance is primarily drawn from its internal views, design and group value. As such, no designed views were established to the north of the estate as part of the original garden layout, reducing the contribution of the setting of the Registered Park and Garden to its overall significance.</p> <p>As noted in the original Environmental Impact Assessment (EIA), the tree screening along Gotham Road is not impermeable, and some glimpsed views north towards the Proposed Development are possible. However, the development will sit directly in front of, and within, the existing industrial feature of Ratcliffe on Soar power station and will not represent a significant change to the setting of the estate – a setting which is not integral to the appreciation of the internal asset relationships and associative value from which the Kingston Park Pleasure Grounds derive their significance.</p>
Campaign to Protect Rural England Nottinghamshire	<p>Overall, a generally supportive response; however:</p> <ul style="list-style-type: none"> • The responsibility for implementing biodiversity mitigation should be allocated to the developers/applicant to avoid risk of the measures not being implemented or being given to the local authority without the required funding. • Application for Certificates of Compliance should be open to public comment to demonstrate compliance with existing planning policy. • The Transport Assessment does not demonstrate the site to be an ambitious project and further work is needed here. • The LDO does not provide rationale for it being a large logistics development. 	<p>The LDO requires the submission and updating of a Biodiversity Strategy at each application for a Certificate of Compliance (Condition 5) and, in Appendix C, sets out guidance, which includes setting the conditions for refusal for non-delivery.</p> <p>The ethos of the LDO process is to streamline the planning process and, whilst the Council can determine appropriate consultation, development that accords with the LDO may not require further public consultation.</p> <p>A Transport Note has been produced setting out an approach to delivering strategic mitigation and transport improvements alongside other developments in the area, including a revised Condition 6, to allow for further assessment and mitigation to come forward when required.</p>

Stakeholder	Summary	Response
		Logistics development is included to aid project viability and to contribute to identified demand in this area. However, it is limited to around 20% of the overall floorspace and only to the north of the A453.
National Grid	<p>Initial holding objection to the LDO as the site is in close proximity to a National Grid high voltage transmission underground cable, overhead lines and Substation. The full right of access to retain, maintain, repair and inspect our assets is required, therefore no permeant structures are to be built over National Grid cables or within the easement strip.</p> <p>Greater understanding needed of the impact of the works on National Grid underground cables and associated assets.</p> <p>Further comments received confirming no objection providing developers engage with them and provide plans to them prior to starting work and that works is in accordance with NG Technical note 287.</p>	<p>A meeting has taken place with National Grid, where it was clarified that the LDO would not override any statutory rights, wayleaves or easements that National Grid possess and that their assets would be protected.</p> <p>Additional wording has been introduced into the LDO at Section 2.6 and the Design Guide at IS5 to reflect their requirements as set out in the revised response.</p>
National Highways	<p>Request for further information before National Highways would be able support the approval of the LDO. Outstanding matters include:</p> <ul style="list-style-type: none"> • Agreement of traffic flows, turning count movements, and any other data to be used in model runs. • Presentation and evaluation of the proposed microsimulation modelling outputs. • Further refinement of modelling including the Freeport development proposals accounting for indicative cumulative mitigation. • Evaluation of options that mitigate the residual cumulative impacts as indicated by the Promoter. This could include all reasonable assessments and options, including multi-modal options. 	<p>An initial meeting was conducted with National Highways and their consultants, followed by a second meeting including Local Highway Authorities.</p> <p>Consequently, a Technical Note has been prepared and submitted to National Highways and Local Highways Authorities. A slightly modified version of this, incorporating minor text changes to Condition 6 is to be included in a period of formal consultation (see Appendix A4). Some important points are summarised below:</p> <p>The Note recognises the need for a holistic transport solution to increase highway capacity which will not only address the impacts of the Proposed Development at Ratcliffe but will also accommodate the needs of other major developments. It is recognised that this holistic solution will require joint working between developers and public sector bodies and that this will take time to come forward.</p> <p>The Note highlights that initial phases of the Proposed Development only have minimal impact on the strategic road network (SRN) and local roads. LDO Condition 6 has been modified to enable development elements with lower transport impacts to commence, ensuring that impacts on the SRN are controlled.</p> <p>This condition works to restrict works by placing a “pause” on development at a set threshold of trips generated by the development, until highway mitigation has been agreed upon and/or delivered.</p> <p>The Transport Assessment, Framework Travel Plan and the Transport Note also describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking.</p>

Stakeholder	Summary	Response
		A proposal from Nottinghamshire Highway Authority to require developers to provide a Public Transport Strategy has been accepted and incorporated into the revised LDO Condition 10.
RBC Planning Contributions Officer	<p>Development carried out under the proposed LDO may be liable to pay a Community Infrastructure Levy (CIL) charge where one applies.</p> <p>The majority of the uses proposed would be zero-rated in the Council's CIL charging schedule however, some uses in development plots E and J may fall under the 'General Retail (former A1-A5)' category of the Council's Charging Schedule.</p>	Text to be included in LDO and Statement of Reasons to highlight the need to consider CIL for any retail uses. New Paragraph 2.7 and note in Checklist at Appendix B of the LDO refers to it.
NATS Safeguarding	<p>There is no safeguarding objection to the proposal.</p> <p>If any changes are made to this information, NERL requires that any such changes be further consulted on prior to any planning permission or any consent being granted.</p>	Comment noted and no response required. See East Midlands Airport stakeholder comments for their response on Airport safeguarding.
The Coal Authority	No comments or observations due to the proposed development site being located outside of the defined coalfield.	No response required.
Trent Valley IDB	<p>The site is located within the Trent Valley Internal Drainage Board district. The Board maintained Kingston Brook 05, an open watercourse, exists to the Southern boundary of the site and to which Byelaws and the Land Drainage Act 1991 applies.</p> <p>The Board's consent is required irrespective of any permission gained under the Town and Country Planning Act 1990.</p>	<p>Comment noted.</p> <p>Include in Paragraph 2.6 of LDO the need to obtain any required approvals from the Trent Valley Internal Drainage Board (IDB).</p>
Sport England	<p>The proposal does not have any impact on any existing sport facilities or playing fields and does not generate significant demand for new indoor or outdoor sports facilities.</p> <p>Sport England would like to be advised of the outcome of the application by receiving a copy of the decision notice.</p>	Comment noted and no response required.
RBC Environmental Sustainability Officer	<p>The assessments are broad in character and require further detailed surveys and assessments once the designs are developed and close to the time of works commencing.</p> <p>These surveys and assessments must be completed by suitably qualified ecologists at an appropriate time of the year, prior to commencement of works in that phase and include any mitigation required and proposed enhancements and incorporated in Ecological Impact Assessments (EcoIA).</p> <p>These will be approved by the issuing of certificates of compliance. Where protected species are identified and impacted by works, a licence from Natural England is likely to be required.</p>	<p>Condition 7 of the Draft LDO aims to ensure that impacts arising from the construction of development permitted by this LDO are appropriately managed and controlled.</p> <p>It outlines that development must not be commenced 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 LDO's Environmental Statement.</p> <p>The CoCP has been prepared to support the EIA, and already includes the general provisions suggested by this stakeholder and should be captured through the conditions process.</p> <p>The biodiversity net gain (BNG) Strategy set out in the Draft LDO aligns with comments made by the stakeholder. The wording of Section 3.3 of the LDO has been revised to highlight that a minimum of 10% gain is required, the importance of following the</p>

Stakeholder	Summary	Response
		<p>hierarchy and delivering on site or nearby BNG as a priority, to allow for provision of a Fish Pass or similar intervention and to make clear that any habitat provision should be managed for a minimum of 30 years.</p> <p>The requirement for updated species surveys is drawn through the EIA, Design Guide and CoCP, and is also a specific requirement in the submission checklist at point 10 of the Application for a Certificate of Compliance at Appendix B of the LDO.</p>
Canal and River Trust	<p>The proposed uses identified in the draft LDO do not appear likely to directly affect any of our waterways or associated infrastructure.</p> <p>However, the Surface Water Drainage Strategy indicates that the current power station site discharges surface water to both the River Trent and the River Soar. The Strategy also indicates that it is likely that there will continue to be some surface water discharges to both rivers, probably utilising existing infrastructure.</p> <p>There may be a requirement to obtain consent from the Canal & River Trust either to re-use existing outfalls or to create new ones.</p>	<p>The Potential need for consent if any water is to be discharged to sections of River Trent or River Soar managed by Trust has been included at Section 2.6 of the LDO.</p>
Natural England	<p>Natural England are satisfied that the proposed development being carried out in strict accordance with the details as submitted, will not damage or destroy the interest features for which these sites have been notified.</p> <p>However, please consider:</p> <ul style="list-style-type: none"> • Linking of the green spaces through the site and into the wider locality to greater benefit people and biodiversity. • The role that the Nature Recovery Network can play, alongside Local Nature Recovery Strategies. • The recently launched Natural England Green Infrastructure Framework Principles and Standards. 	<p>It is considered that the Site sets appropriately high expectations for design, landscaping, and BNG.</p> <p>Whilst it is noted that there is currently no national or local planning policy requirement to provide a specific level of BNG, the LDO will require the development to deliver a minimum 10% net gain. The 10% BNG exceeds current Local Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The Design Guide's section for Landscape is considered to offer suitable principles and criteria to be adhered to by proposals.</p> <p>Additionally, a soil resource management plan is a specific requirement of the CoCP.</p>
Ramblers Nottinghamshire	<p>This is a huge development and a great opportunity to create a 'sense of place' in and around the site. Improvements suggested include:</p> <ul style="list-style-type: none"> • There is a need to ensure and enhance the connectivity of the public rights of way in and around the site. • To promote more sustainable transport, the cycle route could be moved further away from the A453 and serious consideration of the complex junction at SK 4991429297 should be undertaken. • There would be value in introducing a new footpath along the northern boundary, linking to the existing track. 	<p>As shown by the Parameter Plans and detailed in the Design Guide, the LDO maintains the public rights of way (PROW) connectivity across the Site.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network, including connectivity with the adjacent villages of Ratcliffe-on-Soar and Thrumpton, and the footway/cycleway alongside the A453 provides connectivity into Clifton and Nottingham.</p> <p>The LDO supports the improvement of cycleways and footways which will service the development. However, proposed cycleway improvements require land, which is outside the Promotor's control, and therefore, the LDO requires that a financial contribution is made to support the provision</p>

Stakeholder	Summary	Response
		<p>of these cycle links when they come forward.</p> <p>The potential for a new footpath link along the northern boundary has been considered but there is no current connection to the PROW network to the west and to provide this would involve third party land. It is therefore not proposed to include an additional footpath to the north.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets.</p> <p>Condition 10 of the LDO has been expanded to include a requirement to submit a Public Transport Strategy for approval. This, together with the Site Wide Travel Plan, Plot-Specific Travel Plans and Design Guide requirements, shall be used to confirm the details of the public transport provision as the details of the development come forward.</p>
<p>Western Power Distribution (WPD) <i>(Now: National Grid Electricity Distribution)</i></p>	<p>No objection in principle to the LDO at this time. However, WPD request that they are contacted to discuss to determine the full impact of the LDO and connected development proposals to determine the full impact on WPD's assets within the site boundaries.</p> <p>WPD reserves the right to raise objections to the LDO once it has received sufficient information to determine the full impact of the LDO on WPD's assets.</p>	<p>WPD's comments are broadly similar to those of National Grid, in that they are concerned to protect their assets and these concerns are addressed in the same revisions, i.e. additional wording has been introduced into the LDO at Section 2.6 and the Design Guide at IS5 to reinforce this.</p> <p>A meeting has taken place with WPD to discuss their comments and provide assurance that there would be appropriate wording to alert developers to the need to liaise with them before commencing development.</p>
<p>Nottinghamshire Wildlife Trust</p>	<p>Impacts on protected species are broadly in line with Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines. However, much of the finer detail of BNG delivery is left to planning condition and there is a current lack of clarity/ commitment at this stage in relation to what BNG will be accommodated on site.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> • The retention of Ratcliffe-on-Soar Pond LWS. • A Biodiversity Management Plan secured for all habitats and that funding is made available to secure positive ongoing management. • A Code of Construction Practice presented for each phase that comes forward. 	<p>The delivery of BNG will be controlled by the Mitigation Strategy required by Condition 5. The Biodiversity Mitigation Strategy sets out the hierarchy of mitigation the project will follow.</p> <p>The wording of Section 3.3 of the LDO has been revised to make clear that a minimum of 10% BNG will be required. There is currently no local or national policy target, although it is widely anticipated that the national target will be 10% and therefore this is a requirement that is in excess of current policy and in line with potential future policy requirements and is considered an appropriate requirement.</p> <p>This would be required to be in place in advance of any construction, with the Strategy updated and subject of approval at each Certificate of Compliance application.</p> <p>Point 9 of the Guidance Notes for this Strategy (in Appendix C of the LDO and Statement of Reasons) has been revised to set out that details of long-term management of BNG for a minimum period of 30 years is</p>

Stakeholder	Summary	Response
		<p>an essential element of the Biodiversity Mitigation Strategy.</p> <p>The current design proposals show Ratcliffe-on-Soar Pond local wildlife site (LWS) to be close to the edge of Plot D, and the assessment in the Environmental Assessment was undertaken on a precautionary basis to provide a worst-case assessment in the absence of detailed design. However, it is suggested that as part of ongoing detailed design this LWS pond is sought to be retained where it is possible to do so.</p>
Rushcliffe Business Partnership	<p>The criteria set out in the Statement of Reasons and the proposed use types are supported. The opportunity to work with businesses that locate on the site and the requirement for a local labour agreement for new developments would be welcomed.</p> <p>The Partnership would also welcome the inclusion of some business incubator unit designed to support businesses to be present and grow in this exciting opportunity.</p>	<p>Comment noted and no response required.</p> <p>The LDO is designed to be flexible and, whilst there is no specific requirement for incubator units, the LDO would not preclude these.</p>
East Midlands Airport	<p>Overall support for the proposed vision for the site, although concerns raised include:</p> <ul style="list-style-type: none"> • It is important from an aviation safety perspective, that any development or operations at the site do not result in an increase in bird activity within and in proximity of the site. • An East Midlands Airport Aerodrome Safeguarding Requirements document should be prepared in consultation with East Midlands Airport. • Technical safeguarding assessments may be required when more detail on the location and the size of the proposed buildings in the LDO area are known. • A detailed aviation Glint and Glare study will be required for the buildings within the LDO area. • During construction, robust mitigation measures to minimise and control any levels for dust arising from the site are required, and any cranes or tall equipment exceeding 10 m AGL that are to be used during construction or ongoing operations within the LDO area will require a Tall Equipment Permit issued by East Midlands Airport. 	<p>An Aerodrome Safeguarding report is a checklist requirement for each Certificate of Compliance submission. See Appendix B of the LDO, Section 10.</p> <p>However, a new Condition 12 has been added, requiring a formal Site Wide Safeguarding Plan and a Bird Hazard Management Plan, which individual applicants will have to take into consideration.</p> <p>Condition 12 outlines that each application for a Certificate of Compliance shall include an East Midlands Airport Aerodrome Safeguarding Plan and a Bird Hazard Management Plan that shall be submitted to and approved in writing by the Council.</p> <p>The Design Guide includes the requirement to take into account Airport safeguarding issues at Design Principles IS8, A3, SL5 and SL7.</p>
Nottinghamshire Police Designing Out Crime Officer	<p>The Police would recommend that the planners and developers refer to Secured by Design – the official Police Security Initiative – guidance. This guidance document aims to reduce crime in the built environment and incorporates security standards that have been developed to address emerging methods of attack.</p> <p>The guidance would naturally give the planner and developer standards that should be applied to any future planning application. This note proceeds to provide relevant legislation/guidance including excerpts from the NPPF.</p>	<p>A new Design Principle, A11, has been added to the Design Guide to ensure this is taken into consideration.</p>
Environment Agency	<p>A number of conditions are recommended for inclusion in the LDO:</p> <ol style="list-style-type: none"> 1. Foul and Surface Water Drainage 	<p>A requirement for approval of foul and surface water drainage has been added to the LDO as Condition 13 and the potential requirement for Water Discharge and Water</p>

Stakeholder	Summary	Response
	<p>No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved in writing by the Local Planning Authority.</p> <p>2. Operational Environmental Management Plan</p> <p>Prior to commencement of works on site of any development within the LDO a detailed Operational Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>3. Remediation Strategy</p> <p>Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Local Planning Authority.</p> <p>4. Verification Report</p> <p>Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority.</p> <p>5. Unidentified Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>6. Protected Species</p> <p>No development shall take place until a plan/strategy detailing the protection of water vole and otter, protected species under the Wildlife and Countryside Act 1981 (as amended) and their associated habitat has been submitted to the Local Planning Authority.</p> <p>7. Code of Construction Practice</p> <p>No development shall take place until a Code of Construction Practice (CoCP), which details how effects on the environment will be avoided, minimised, mitigated or, as a last resort, compensated for, has been submitted to, and approved in writing by, the local planning authority. The CoCP shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.</p> <p>The opportunity to support fish passage enhancements through the development is also suggested to be a “missed opportunity” to restore more natural processes to the watercourse.</p> <p>The Environment Agency are content with the information included within the Flood Risk Assessment and the proposed minimum finished floor levels are accepted.</p>	<p>Abstraction Permits have been added to LDO Section 2.6. Other Consents.</p> <p>A requirement for approval of an Operational Environmental Management Plan has been added to the LDO as Condition 14.</p> <p>Suggested Conditions 3 and 4 in respect of contaminated land have been combined and added to LDO as Condition 15.</p> <p>A condition for unidentified contamination is considered unnecessary given the previous requirement for investigation and mitigation.</p> <p>Ecology surveys have identified no signs of otter or water vole at the Site. It is considered that a specific condition is not necessary. The need for additional surveys after two years is identified in the Submission Checklist (LDO Appendix B).</p> <p>The requirement to prepare a CoCP is already a condition, set out in the LDO Condition 7.</p> <p>The Fish Pass is a measure that is recognised as a potential environmental gain, subject to practical and cost considerations. It is specifically mentioned as such in Section 3.3 of the LDO.</p>
Historic England	The iterative approach proposed in respect of archaeological matters is welcomed. However, the proposed redevelopment of the site will involve change to	Condition 8 of the LDO includes for the recording of archaeological finds/remains. The demolition of the Power Station is not

Stakeholder	Summary	Response
	<p>the setting of designated heritage assets from the loss of the existing power station (a prominent landmark).</p> <p>Therefore, this should be addressed in subsequent detail applications.</p>	<p>consented under the LDO and a scheme for recording this would be addressed at the time an application is made for the demolition.</p> <p>The CoCP will include measures to address impact on the heritage environment, including the Scheduled Monument through location of fencing and plant, for example.</p> <p>Chapter 2.8 of the Environmental Statement assesses impact of the development controlled by the proposed parameters on wider Heritage Assets and concludes the impacts will not be significant and so no mitigation is necessary, other than embedded (e.g. limits on building heights and site landscaping).</p>
<p>East Midlands Development Company (EMDC)</p>	<p>EMDC support the use of the LDO for this site and the mix of uses and parameters proposed. However, a number of suggestions have been identified to improve upon the existing LDO masterplan. The suggestions encourage flexibility in the LDO approach, place emphasis on the role of phasing and harness the extensive Net Zero opportunity.</p> <p>The future development of the site should be fully integrated with broader opportunities for the Region and that there is a coordinated approach to the delivery of infrastructure, including on site and the site's connections to the surrounding community and wider East Midlands region.</p>	<p>Wider strategic interventions and improvements, given Freeport, HS2 and EMDC developments, will be looked at more holistically once more is known about these other potential developments.</p> <p>The Transport Note has been produced (see Appendix A4), following comments from National Highways and Local Highway Authorities, and sets out an approach for a holistic transport solution to increase highway capacity, which will address the impacts of the Proposed Development at Ratcliffe and accommodate the needs of other major developments in the area. It is recognised that this holistic solution will require joint working between developers and public sector bodies and that this will take time to come forward.</p> <p>Consequently, LDO Condition 6 has been amended to address concerns regarding Strategic Transport Impacts.</p> <p>It is considered that the LDO and its Design Guide sets an appropriately high expectation for design, landscaping and BNG. This includes a proposed improved and direct interface with the Parkway Station.</p> <p>HS2 Ltd have not begun external discussions regarding their plans. Given the absence of information around the timing, nature and form of the proposed HS2 interface, it is not considered that detailed planning for a Hub can be expected as part of the LDO design parameters. Nevertheless, the Design Guide does propose an entrance hub area with an appropriate mix of uses, including service uses in this entrance/interchange area.</p> <p>The LDO has a built-in review mechanism that would allow it to react to changes in context and Policy, currently after three years and then at five-year intervals. It is noted that EMDC suggest this be reduced to two and five years but it is not recommended that this be altered as it would be unduly demanding on Council resources to do so at this frequency, and it would also remove the</p>

Stakeholder	Summary	Response
		<p>planning certainty that investors would need from the planning process.</p> <p>With regard to Natural Capital EMDC suggests it has a potential role in helping to deliver off-site provision of BNG. This positive approach is welcomed and is not precluded by the BNG Strategy set out in the LDO.</p> <p>The Design Guide includes requirements to design in the context of climate change. These include accounting for Rushcliffe Borough Council's Climate Change Strategy 2021–2030; and demonstrating 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. Whilst construction material transport and operational waste production has been scoped out of the EIA presented for the LDO, it is expected that through the requirements outlined in the Design Guide, these would be adequately addressed such that no significant environmental effects would arise.</p>
HS2 Ltd	<p>The potential impact of the demolition works on HS2 depends on timing of Phase 3 post 2030 and whether demolition conflicts with our planning/construction programme phase.</p> <p>Clarity on traffic and transport comments is requested. The most significant concern is the level of forecast traffic congestion both in the future baseline scenario and with the proposed development.</p>	<p>The construction of the HS2 line and date of potential demolition of the Power Station are both unknown at this stage. Demolition is not proposed by the LDO and would need to come forward via a separate consent process. A Demolition Addendum to the EIA has been produced to cover future demolition impacts at high level; once the timing and method of demolition is known, it would be co-ordinated with the relevant rail authority at that time.</p> <p>A Technical Note for transport has been produced following this round of consultation on the LDO in response to comments made by National Highways and Local Highway Authorities. The Note highlights that Phases 1 and 2 of the Proposed Development will have minimal impact on the SRN and local roads.</p> <p>Condition 6 has been modified to ensure that impacts on the SRN are controlled following Phase 2. This condition places a “pause” on development at a set threshold until highway mitigation has been agreed upon and/or delivered, taking into account any known or committed development at that time, including HS2.</p>
Network Rail	<p>Concerns of the development, relating to standard drainage:</p> <ul style="list-style-type: none"> • Direction of foul water drainage. • Proximity of soakaways and surface water retentions ponds/ tanks, SuDS or flow control systems. • Approval of overland flow conditions. • Positioning of proposed works and underline drainage assets in relation to Network Rail's assets. 	<p>Network Rail are concerned with the protection of their assets, mainly around surface water, systems and run-off.</p> <p>The need to consider the impact of drainage proposals on Network Rail assets has been highlighted in Section 2.6 of the LDO.</p>

Stakeholder	Summary	Response
	No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals and any works within 5 m of the assets will require prior consent. There must be no interfering with existing drainage assets/systems without Network Rail's written permission.	
Uniper	The LDO is fully supported by Uniper. The LDO process is the best method available to give pace, clarity and certainty to developers on planning matters while retaining full local control. It is a key part of the strategy to achieve timely redevelopment of the site, enabling the region to maximise the potential offered by the site.	No response required.
PEDALS	<p>Supportive of the proposed bridge over the River Trent. The proposal should be definite rather than "aspirations" and the potentially for the site to be a useful active travel link should be further exploited. Some Section 106 contributions should fund safe and high-quality connections to the main nearby residential areas.</p> <p>Proposed bridge and approaches to the south of the site should connect to the existing cycle path/ shared path on the A453 and related routes.</p> <p>The proposed pedestrian walkway from East Midlands Parkway Station to the internal walking/ cycle network should be a foot/ cycle link and the shared foot/ cycleway proposed along the northern access road should be a separated foot/ cycle route.</p> <p>All cycle facilities should be rebuilt to DfT Local Transport Note (LTN) 1/20 standards.</p>	<p>In response to PEDALS preference for the link across the River Trent to be a commitment, this facility is beyond the ability of the LDO to deliver as it would include third party land. It is a wider piece of infrastructure that should be looked at holistically by relevant bodies, including Highway Authorities, HS2, Freeport and East Midlands Development Company.</p> <p>There are some detailed points made that are too fine grain to be captured at this level but should be captured when these elements come forward as detailed designs. The principles of facilitating non-car modes of access between the Station and the Site are embedded in the Design Guide.</p>
RBC Conservation Officer	<p>The proposed development would result in less than substantial harm to the setting and significance of wider heritage assets beyond the proposal site.</p> <p>On balance, there would be a resulting positive impact outweighing the negative impact of development.</p> <p>It would however be preferable that Area I as shown on the land use plan as one unit be made up of several smaller units to break up the mass wherever possible (the inner and outer max. proposed heights of 40 m and 30m respectively are noted).</p>	<p>The Officer's conclusions are noted and accord with the assessment of Heritage impacts set out in the Environmental Statement.</p> <p>The comments in respect of massing of the buildings on Plot I are noted. The LDO allows for flexibility in the form of development that can come forward and design principles and criteria to address building design and massing are set out in the Design Guide Principles A1 and A2.</p>
RBC Environmental Health Officer	The Officer has confirmed that they are happy with the proposed noise condition (18) and the proposed ground conditions condition (15).	The conditions have been incorporated into the LDO following consultation feedback and, given the officer response, no further action is required.

Table 4 – Responses to representatives received from Local Authorities

Stakeholder	Summary	Response
Melton Borough Council	No comments.	No response required.
Nottinghamshire County Council Flood Risk Officer	No comment made on the proposed LDO as there is no flood evacuation plan and therefore no requirement for emergency planning.	No response required.
Nottinghamshire County Council Public Rights of Way	All footpaths within the site, with the exception of Footpath no. 2, must be diverted to accommodate the development. An application under the Town and	The comment made regarding the separate process for diversion is already included in the Design Guide principle T3 and LDO (paragraphs 2.6 and 5.2).

Stakeholder	Summary	Response
	<p>Country Planning Act 1990 should be made to the Planning authority as a separate application.</p> <p>General design principles for public RoWs to consider:</p> <ul style="list-style-type: none"> • The material and level of use for surfaces (compacted stone). • A width of 2 metres minimum with a 1 metre verge is appropriate. • Drainage assessment for the land where the diverted footpaths are to run. • Ensure it is clear who maintains the trees beside the footpaths. • Any new structure on an existing RoW requires authorisation. • Adopted footways should be no more than 1:20 with a maximum of 1:12 with a crossfall of 1:40. • If a footbridge is needed, ownership must be confirmed and assessments of flood levels conducted. <p>If cycling is proposed on a footpath then this should be upgraded legally and considered an option or converted to a cycle track.</p>	<p>The Design Guide, at T3, references the need to design in accordance with Nottinghamshire County Council standards.</p>
<p>Nottinghamshire County Council Policy Officer</p>	<p>Concerns of potential visual impact to areas of heritage and conservation are highlighted, including impact on Kingston Hall (Registered Park and Garden) and Kingston-on-Soar village. They believe the visual impact will be greater than assessed in the Environmental Statement.</p> <p>Due to visual impact, the building units should be smaller, with more landscaping throughout the site. A mitigation strategy for keeping within the landscape character area is essential.</p> <p>Prior extraction of gypsum would not be practicable. The site is partially within minerals safeguarding and consultation area for sand and gravel, and the future development of this site will need to include the restoration and reclamation of the Winking Hill ash disposal site.</p> <p>Concerns about the assessment of the fly ash on site are expressed. For example, how it would be dealt with, i.e., removal from site or stockpiling/ reusing. A condition regarding fly ash, as a valuable resource is requested.</p>	<p>It is not accepted that the visual impact on Kingston village and the registered parkland has been underplayed. A Response Note has been prepared responding to their concerns about heritage and conservation impacts (see Appendix A6).</p> <p>Sitewide landscaping is indicated on the Landscape Parameter Plan and will be provided. The development on individual plots is not yet known and so no firm landscape plans can be included.</p> <p>Plots could be developed in numerous ways due to the flexibility that is inherent in the LDO approach. Design principles and criteria to address building design and massing are set out in the Design Guide Principles A1 and A2.</p> <p>A requirement for provision of a Fly Ash Strategy has been added as Condition 16.</p>
<p>North West Leicestershire District Council (NWLDC)</p>	<p>NWLDC would strongly support a more strategic solution to improvements at M1 J24 junction and the physical extension of the tram network to the site.</p> <p>Concerns include:</p> <ul style="list-style-type: none"> • The residential amenity, including noise and odours, and effect on air quality. • The visual amenity due to impact on the landscape and loss of green space to the south of the site. • The visual impact of the site's large building masses. • The impact to the green belt and the missed opportunity for innovative methods of achieving biodiversity net gains. • The impact on surrounding heritage assets • Increases in traffic and decreases in road safety for 	<p>Concerns surrounding the need for a strategic approach are accepted and are broadly in line with the views of the Highway Authorities.</p> <p>Given the overall concern from Highway Authorities about impact on highway capacity, a revised strategy has been developed. This recognises that Phase 3 of the development would place a larger number of trips onto the network due to its focus on office and R&D uses, at a time when other uses, such as HS2 and other Freeport uses are also likely to come forward.</p> <p>To address this, a Transport Note (see Appendix A4) has been submitted to National Highways and Local Highways</p>

Stakeholder	Summary	Response
	<p>the neighbouring communities.</p>	<p>Authorities. In practice, this introduces a “pause” in the development at a set threshold until highway mitigation has been agreed upon and/or delivered. A slightly revised version of the Transport Note, amending the wording of Condition 6, has been included as part of a formal re-consultation exercise.</p> <p>The LDO has been revised to secure this by Condition 6.</p> <p>There is general comment in respect of visual impact, but of particular concern is the scale of the proposed building on the Southern Area. This is something raised by a number of consultees and has been addressed by revising the height parameters set by the Design Guide.</p> <p>The ability to restrict HGV use through Kegworth is beyond the scope of the LDO to deliver. However, there is a requirement in the Transport Mitigation Strategy for a contribution towards a traffic management study for local roads and for implementation of any proposed recommendations.</p>
<p>Nottinghamshire County Council Highways</p>	<p>Clarification is sought about whether the planned closure date of the power station may change and if so, there will be implications for trip rate calculations.</p> <p>A more detailed explanation of high (13.98%) modal shift prediction, would be welcomed and additional junction modelling where the development results in an increase of 30 vehicles or more.</p> <p>Areas should be safeguarded for parking if a future need arises.</p> <p>Footways should link to the nearby bus stops and improvements to bus stop infrastructure will be required. Requirements of the National Bus Strategy should be incorporated and detailed comments on bus service to the site.</p> <p>There is a need for a Public Transport Strategy for the site, to include Demand Responsive Transport and a strategy for a Shuttle Bus service.</p>	<p>As part of UK government’s strategy to phase out power generation from coal, the Ratcliffe Power Station will close at the end of September 2024 and the LDO’s traffic modelling takes this into account.</p> <p>A Transport Note (see Appendix A4) has been produced to respond to comments made by all Highway Authorities and Condition 6 of the LDO revised to account for possible future pressures on the strategic and local road networks and support a holistic approach to transport at and surrounding the Site.</p> <p>Condition 10 has been amended to introduce a requirement for a Public Transport Strategy. Design Guide Principle T4 includes a requirement for on-site bus stop provision. Section 8.2.3 of the Site Wide Travel Plan Framework has been amended to include additional incentives to use public transport and for provision of an on-site shuttle bus service, that would also serve nearby transport hubs, including the Parkway Station and Clifton Park and Ride site. The latter is also addressed in Section 8.4 of the Transport Assessment and Section 2.2.3 of the Site Wide Travel Plan Framework.</p>
<p>Derbyshire County Council Planning Policy</p>	<p>Concerns of localised impacts upon local roads in Nottingham, Nottinghamshire, and Leicestershire. Suggestions include:</p> <ul style="list-style-type: none"> • Cycling would be appropriate for movements within the site and for commuted trips from local residential areas including Clifton and Kegworth. • Opportunity for the Skylink Express between Nottingham/ Derby and East Midlands Airport to be 	<p>A Transport Note (see Appendix A4) has been produced and Condition 6 of the LDO revised to support a holistic approach to transport at and surrounding the Site.</p> <p>The Design Guide includes requirements to design in the context of climate change. These include criteria in Principle A6 accounting for Rushcliffe Borough Council’s Climate Change Strategy 2021–</p>

Stakeholder	Summary	Response
	<p>diverted to the site.</p> <ul style="list-style-type: none"> • Construction material transport and operational waste production should be included in the greenhouse gas assessment. • How energy demand for cooling would be managed and reduced and issues around energy security and resilience should be covered within the Energy Strategy. • It would be expected that an analysis of the impact of current building regulations and other recent changes on these figures would be carried out as part of the Energy Strategy. 	<p>2030; and demonstrating 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.</p> <p>Whilst transport of construction material and production of operational waste have been scoped out of the EIA presented for the LDO, it is expected that, through the requirements outlined in the Design Guide, these would be adequately addressed such that no significant environmental effects would arise.</p> <p>A new criterion regarding Cooling and Blue and Green Infrastructure has been added as A6.5 of the Design Guide.</p> <p>Alterations have been made to the LDO's Energy Strategy, including the addition of Section 9.3.5 to address energy security and resilience.</p>
Leicestershire County Council	<p>Objection because the LDO fails to demonstrate that any significant impacts of the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated.</p> <p>Concerns that the submission fails to account for the impact of HS2 despite the advice of the Highway Authorities requesting that sensitivity tests be undertaken. It is unclear what discussions and agreements have been reached with both Network Rail and East Midlands Trains in respect of assumptions for direct pedestrian connectivity between the site and East Midlands Parkway, and capacity on the existing rail network.</p> <p>And it is unclear what incentives will be offered to employees to use rail services.</p>	<p>A Transport Note (see Appendix A4) has been produced and Condition 6 of the LDO revised. This is to account for possible pressures to the strategic and local road networks, including measures to mitigate against traffic pressures at future phases which may be coming forward at the same time as other development such as HS2, and support a holistic approach to transport at and surrounding the Site.</p> <p>HS2 is in the very early stages of its work to develop proposals for the East Midlands Station and are currently unable to confirm a train service pattern through East Midlands Parkway Station or to provide any details of how the existing station might be adapted to suit HS2 requirements.</p> <p>Over the coming years, HS2 will develop its proposals and will be better placed to identify the impacts (if any) on the Ratcliffe site. Condition 6 of the LDO has been amended to encourage developers at the Ratcliffe site to develop a holistic transport solution which can serve the needs of all developments. If changes to the LDO are required, then the Council has the power to amend the LDO through one of the regular review stages (see LDO Condition 1).</p> <p>Incentives to use sustainable modes of Travel and Public Transport have been incorporated into Section 8.2.3 of the Site Wide Travel Plan Framework.</p>

Table 5 – Responses to representations received from Rushcliffe Borough Council Ward Members

Stakeholder	Summary	Response
Councillor J Walker	Objection due to uncertainty surrounding closure of the power station and concerns regarding the potential extending use of coal on the site.	The UK Government's policy is to phase out power generation from coal at the end of September 2024.

Stakeholder	Summary	Response
		<p>Taking the opportunity to accelerate the phase-out of coal-fired power generation in the UK electricity system wherever possible, Uniper announced in 2021 that it would close one of the four 500 MW units at the Ratcliffe Power Station as early as the end of September 2022 – two years ahead of the government’s coal phase-out date.</p> <p>In early 2022, the Government asked Uniper to explore the possibility of keeping this unit open for longer. And following discussions with National Grid ESO, Uniper announced that it would be able to support the Government’s request and help maintain energy supply security, by continuing to make the unit available until 31 March 2023, for dispatch by National Grid ESO.</p> <p>Uniper is also reviewing the potential for operation after this time and planning to make the unit available until the September 2024 coal phase-out date, with the power station still set to close by the end of September 2024.</p> <p>Therefore, the phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.</p>
Councillor Carys Thomas	<p>Objection on the basis of:</p> <ul style="list-style-type: none"> • Decision-making for detailed proposals should be taken directly by elected Councillors in certain circumstances. • Impact of significant increased traffic levels on villages and country roads. • Emphasis on travel by car and insufficient provision of public transport. • Lack of cycle routes, whether they be on or off road. • Although there is no requirement for solar panels, they should be included on the roofs of the buildings. • The phasing, logistics use and visual impact of development in the southern section of the site. • The missed opportunity to use the buildings themselves to create wildlife habitats and provide biodiversity. • Conditions and overall management responsibilities, including the need for a site management plan. • Little documented to ensure the rail link is fully exploited, to also move freight. 	<p>Government is wanting to streamline the planning process and has published guidelines recommending that LDOs are used for Freeport Areas in place of conventional planning processes, that can be resource heavy for Local Authorities and introduce uncertainty and delay for investors. The Ratcliffe-on-Soar LDO has been developed in accordance with the Planning Advisory Service (PAS) guidance and with reference to other adopted LDOs (e.g. Gravity at Sedgemoor).</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council’s constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p> <p>It is acknowledged that a number of consultees, including Highway Authorities raised concerns regarding the highway impacts upon local roads during peak times.</p>

Stakeholder	Summary	Response
		<p>As outlined in the Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>In Phases 1 and 2 the net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and the impacts therefore, insignificant.</p> <p>The revised Site Wide Travel Plan Framework identifies additional measures to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A requirement for a Public Transport Strategy has been incorporated into the revised LDO conditions.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter’s control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal roads, footways and cycleways within the Site connect to the external networks and create permeable access.</p> <p>The Design Guide makes an allowance for the use of solar photovoltaics (PV) on the roofscapes of the development under revised design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p> <p>The Southern Area of the Site forms part of the East Midlands Freeport which has been approved by Government; therefore, the Southern Area should be included within the LDO.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities from the outset. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.</p> <p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic</p>

Stakeholder	Summary	Response
		<p>Plan consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. However, the LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>It is considered that the Site sets an appropriately high expectation for design, landscaping and BNG. BNG is to be achieved via a robust requirement for a Strategy, achieving minimum 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The Design Guide (Principle A3) encourages developers to include green roofs as part of the building design.</p> <p>Condition 17 has been added to require submission of a management plan for the strategic landscaping, infrastructure and car parking areas not within plots.</p> <p>The rail link is retained and is to be utilised for freight movement. The level of use will be dependent on the nature of future occupiers, which as yet is unknown, although its presence is considered to be an attraction to investors.</p>
<p>Councillor Matt Barney</p>	<p>Many concerns are raised:</p> <ul style="list-style-type: none"> • Increased traffic movements on local roads. • Development on greenbelt land. • Building heights should be lowered. • Wildlife and biodiversity should be further encouraged, with wild zones and wildlife corridors. • Transport links need further careful consideration to encourage public transport, cycling and walking to and around the site. • The need to protect Winking Hill Farm. 	<p>It is recognised that the traffic modelling presented in the Ratcliffe Transport Assessment raises concerns regarding the highway impacts upon local roads during peak times.</p> <p>However, due to the Proposed Development mix at Ratcliffe, Phases 1 and 2 generate very few peak-hour trips. The net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The Very Special Circumstances for allowing the Proposed Development to proceed are set out in detail in the Green</p>

Stakeholder	Summary	Response
		<p>Belt Assessment at Section 7.5 of the LDO and Statement of Reasons.</p> <p>For the Northern Area, the existing Power Station, cooling towers and chimneys are considerably higher than 40 m and therefore it is considered that the proposed buildings will have a less dominant impact on the landscape. Restricting building heights further is not considered appropriate and may deter potential operators who would invest in this area and help to deliver the employment, skills and net zero objectives of the Proposed Development.</p> <p>It is proposed that the Parameters for the Southern Area are amended to reduce the maximum height of buildings in this area.</p> <p>BNG is to be achieved via a robust requirement for a Strategy, achieving 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A Public Transport Strategy has been accepted after comments from National Highways and incorporated into the revised LDO conditions.</p> <p>Potential impacts on Winking Hill Farm have been minimised by creating a landscape buffer between the farm and the edge of the development Plot I. Design Guide Principle BH5 requires the developer to demonstrate that the building in Plot I has been designed to minimise its impact on Winking Hill Farm.</p>
Councillor Rex Walker	<p>A joint consultation response was made by five Parish Councils/Meetings and Cllr Rex Walker, in response to the revised draft LDO. Cllr Walker is aligned with the matters raised in the joint parish consultation comment, which expresses concerns regarding the following subjects:</p> <ul style="list-style-type: none"> • Green Belt • Transport • Design Guide • Biodiversity Net Gain • Decision Making <p>A full summary of this comment can be found on Page 31, in Table 6 of this SCI under “Joint Consultation Response: Gotham Parish Council; Barton in Fabis Parish Council; Kingston on Soar Parish Council; Ratcliffe on Soar Parish Meeting; and Thrumpton Parish Meeting”.</p>	<p>Refer to Table 6 (Page 31) of this document under “Joint Consultation Response: Gotham Parish Council; Barton in Fabis Parish Council; Kingston on Soar Parish Council; Ratcliffe on Soar Parish Meeting; and Thrumpton Parish Meeting” for response to this comment from Cllr Rex Walker and the five Parish Councils/Meetings.</p>

Table 6 – Responses to representatives received from Parish Councils

Stakeholder	Summary	Response
Ruddington Parish Council	No objections	No response required.
Stanford-on-Soar Parish Council	Concerns for the impact of increased traffic on the smaller villages such as Stanford on Soar and villages on the surrounding routes such as West Leake, Kingston on Soar and Sutton Bonington.	<p>It is recognised that a number of local residents and representatives have concerns regarding the highway impacts upon local roads during peak times.</p> <p>However, due to the Proposed Development mix, Phases 1 and 2 generate very few peak-hour trips. The net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>As outlined in the Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>To address local concerns regarding vehicle speeds and highway safety, it is proposed that the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane.</p>
Rempstone Parish Council	Concerns raised about inconsistencies within the report regarding traffic impact on Rempstone and the A6006.	We have reviewed the Transport Assessment and LDO and Statement of Reasons and have not identified any apparent inconsistencies. The Assessment concludes that, whilst traffic would approach the Site using the A6006, this is not a route where a significant increase in vehicular movements would be generated by the development. In the morning peak this would equate to less than a 1% increase in vehicle trips.
East Leake Parish Council	<p>Calls for measures to:</p> <ul style="list-style-type: none"> • Soften the visual impact of the highest building • Consider connections to East Leake • Provide cycle paths linking the villages and the south side of the site • Carry out a transport feasibility study be in the surrounding areas and villages. <p>Concerns of noise pollution, impacts of traffic on country roads and safety for non-motorised users in East Leake.</p>	<p>The maximum height parameter for buildings has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations and an assessment of visual impact.</p> <p>The Design Guide which accompanies the LDO establishes a number of principles (Parameters A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height</p>

Stakeholder	Summary	Response
		<p>on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. The requirement for a Public Transport Strategy has been added to Condition 10.</p> <p>To address local concerns regarding vehicle speeds and highway safety, the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane. The Transport Mitigation Strategy will require developers to make a contribution to the local Highway Authority towards undertaking the study and helping implement its recommendations.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter's control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p>
West Leake Parish Meeting	<p>Objection to the development of the open Green Belt land south of the A453. Concerns of visual impact given the height and density of proposed buildings.</p> <p>Solar panels on the roofs of buildings and 10% Biodiversity Net Gain should be a requirement.</p> <p>Mitigation for the proposed 'significant' increases of traffic in West Leake should be provided.</p> <p>There are major flaws in the application regarding transport assessment and its failure to demonstrate significant impacts on the transport network. West Leake's local roads are not suitable for increased traffic movement and the ongoing measurement of traffic flows should be mandated.</p> <p>The inclusion of the greenfield land to the south given policy surrounding the green belt is concerning and the opportunity presented to create an exemplar for biodiversity and environmental design is neglected as over 50% of the BNG will be "off-site".</p> <p>The scheme should be an advert for Rushcliffe to show it cares for the future of the environment.</p> <p>Further comments:</p> <ul style="list-style-type: none"> • Concern that the RBC Conservation Officer may have overlooked the impact on West Leake and East Leake Conservation Areas when making their response to the LDO. • The Transport Assessment and EIA conclude that the villages of East Leake and West Leake 	<p>The Very Special Circumstances for allowing the Proposed Development to proceed are set out in detail in the Green Belt Assessment at Section 7.5 of the LDO and Statement of Reasons.</p> <p>It is acknowledged that there are concerns about the perceived visual impact of the heights for the buildings in the Southern Area of the development. Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p> <p>The Design Guide which accompanies the LDO establishes a number of principles (Parameters A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.</p> <p>The Design Guide has been revised to require developers to maximise the use of roofs for solar PV or green roofs, under design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p> <p>Section 9.3.5 of the LDO's Energy Strategy has been revised to address energy security and resilience. This section refers</p>

Stakeholder	Summary	Response
	<p>will be ‘significantly’ impacted by increased traffic flows.</p> <ul style="list-style-type: none"> • The West Leake Conservation Area Appraisal and Management Plan identifies potential threats to the tranquillity of the area from increased traffic movements. The Parish also consider that the increased difficulty in crossing the road would lead to threats to human life. • Their concerns are that, in mitigating impact on the village’s roads, the local authorities may propose improving and even increasing the extent of pavements and crossing points within West Leake at the expense of grass verges. This would have a detrimental impact on the special character of the Conservation Area. <p>The West Leake Parish Meeting request the Conservation Officer considers their comments and revisits the impact the proposed development will have on West Leake.</p>	<p>to how the Site will meet energy demand using renewable sources, noting solar power generation.</p> <p>It is considered that the Site sets an appropriately high expectation for BNG. BNG is to be achieved via a robust requirement for a Strategy, achieving a minimum of 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The LDO establishes a hierarchy for delivering BNG. This requires on-site options to be exhausted and evidenced before moving down the hierarchy and to explore off-site delivery options. Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance which will confirm how the 10% BNG target will be delivered.</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>This note responds to concerns regarding the potential negative impacts to local roads.</p> <p>The Southern Area of the Site forms part of the East Midlands Freeport, the Outline Business case for which has been approved by Government; therefore, the Southern Area should be included within the LDO.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.</p> <p>Rationale for developing the Southern Area also include the need to develop the currently vacant and/or under-utilised areas of the Site to quickly deliver on Government’s Freeport objectives. Early delivery of employment in these areas, in advance of the existing Power Station closing, will provide the best opportunity to retain and reskill the workforce, as new green/low-carbon energy and advanced manufacturing job opportunities come forward as part of the Site redevelopment.</p> <p>The LDO sets ambitious parameters for development of this Site and meets the ambitions of the government Freeport.</p>

Stakeholder	Summary	Response
		<p>In response to concerns about development on the Southern Area the Design Guide has been revised to require development on Plot I to closely align with the Net Zero aims of the Vision.</p> <p>In response to the concern about impact on the East and West Leake Conservation Areas, Chapter 8 (Archaeology and Built Heritage) of the Environmental Statement does not identify any harm to the two Conservation Areas, although Chapter 17 (Traffic and Transport) identifies potential moderate adverse effects due to difficulty crossing the road.</p> <p>The Environmental Statement does not identify or propose any mitigation for the potential difficulty crossing the road. Therefore, the development proposed in the LDO does not result in any harm to the Conservation Areas. The Conservation Officer can only respond to the proposals put forward.</p> <p>However, if the results of the Traffic Management Study for Local Roads, which is a mitigation proposal included in the LDO, conclude that mitigation measures are necessary, then these interventions would be delivered by the Local Highway Authority and would include the necessary consultation at the time.</p>
<p>Joint Consultation Response: Gotham Parish Council, Barton in Fabis Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Meeting, and Thrumpton Parish Meeting</p>	<p>Green Belt:</p> <p>Objection to development of the southern site and to its inclusion in the LDO, due to lack of consideration for the green belt.</p> <p>There should be a distinction between the previously developed land in the north and the open land (greenfield nature) in the south.</p> <p>The LDO Green Belt assessment fails to acknowledge the cumulative impact of other approved and proposed developments, including those in surrounding villages.</p> <p>The scale of the buildings proposed to the north fail to consider the visual impact on the green belt and are unacceptable given the surrounding greenfield land is 0 m high. There is no justification for most buildings being any higher than 20 m.</p> <p>The plans and consultation have failed to show the true visual impact.</p> <p>Transport:</p> <p>Concerns of no transport assessment for impact on local roads. It is suggested that: a feasibility study for buses is conducted; traffic lights and restrictions on HGVs on Junction of West Leak Lane is considered; improvements are made to the accessibility of Winking Hill Farm; height monitoring is carried out at Kingston railway bridge; speed control warning signs are considered; a roadside footpath is required with cycle ways; access only signs are installed instead of closing roads; and a cycle route over the Trent from Chilwell to Green Street is considered.</p>	<p>Green Belt:</p> <p>The Site's Very Special Circumstances (VSC) for development within the Green Belt are set out in Section 7.5 of the LDO.</p> <p>A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation is not in itself a principal part of the VSC case, although it is supportive as an acknowledgement of central government encouragement for employment development at this location.</p> <p>To deliver the benefits of this to investors, businesses should be operational by 2026; therefore, Freeport status does support the case for inclusion of the open parts of the Site in the LDO. The need to secure a transition of employment, knowledge and economic benefit aligned to the planned closure of the Power Station by the end of September 2024, rather than leave the Site vacant and economically inactive, is also beneficial.</p> <p>Transport:</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in</p>

Stakeholder	Summary	Response
	<p>Additionally, a transport feasibility study embracing HS2, cycle routes, buses and tram extension should be conducted.</p> <p>Design Guide:</p> <p>The permitted uses do not protect the vision for the Site as a smart, green, resilient industrial park. The permitted use criteria need to be tightened to protect the vision from being watered down from commercial pressures to accept any end user that loosely fit one of the permitted use criteria.</p> <p>All buildings should make use of solar/PV on the roofs rather than using ground-based solar farms.</p> <p>Biodiversity Net Gain:</p> <p>The approach to (BNG) is weak and unconvincing and should be provided locally.</p> <p>A condition is suggested that could ensure a minimum 10% BNG is achieved, secured for at least 30 years, with a 'stretch' target of 15%. Also, the baseline calculation, delivery plan and timescales for BNG should be subject to independent audit (paid for by the developer) and appropriate sanctions, including financial penalties, established for any failure to deliver on that delivery plan.</p> <p>Another suggested condition seeks to ensure that the developer delivers all BNG on site (upon the Southern Site) and not in other Boroughs or via brokers. Developer should engage constructively with local communities and bodies to agree a BNG opportunities.</p> <p>Decision-making:</p> <p>Concern about potential conflict of interest in decision making and request an element of democratic involvement and accountability in the decision-making process.</p> <p>It is important that the vision stays strong and robust, and that short-term political deadlines or commercial opportunism do not lead to poor decision making.</p> <p>Not reviewing the LDO until the 5-year anniversary would be too late to rectify any errors or omissions, therefore it is suggested it be reviewed at 1, 3, 5, 7, 10,15, 20, 25-year intervals.</p> <p>A growth board should other be created to engage with the local community on an ongoing basis.</p>	<p>place before the point at which significant peak development trips are generated. In practice, this clause works to "pause" the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A requirement for a Public Transport Strategy has been incorporated within Condition 10.</p> <p>To address local concerns regarding vehicle speeds and highway safety, the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane. The Transport Mitigation Strategy requires developers to make a contribution to the local Highway Authority to undertake the study and help implement its recommendations.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter or Site owner's control. Therefore, whilst the LDO cannot deliver cycle route improvements, the LDO requires that a financial contribution is made through the implementation of the Strategy to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network.</p> <p>Design Guide:</p> <p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan call for sites and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on the Site.</p> <p>The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>The Design Guide makes an allowance for the use of solar PV on the roofscapes of the development under design principle A3 and includes design principles around</p>

Stakeholder	Summary	Response
		<p>integrating biodiversity into the development in SL2.</p> <p>Section 9.3.5 of the LDO's Energy Strategy has been revised to address energy security and resilience. This section refers to how the Site will meet energy demand using renewable sources, noting solar power generation.</p> <p>Biodiversity Net Gain:</p> <p>It is considered that the Site sets an appropriately high expectation for BNG. BNG is to be achieved via a robust requirement for a Strategy, achieving 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The LDO establishes a hierarchy for delivering BNG. This requires on-site options to be exhausted and evidenced before moving down the hierarchy and to explore off-site delivery options. Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance which will confirm how the 10% BNG target will be delivered.</p> <p>Decision-making:</p> <p>The Planning Advisory Service advise that review periods should be far enough forward that they advance a commitment by the LPA to bring forward development and facilitate investor confidence but flexible enough that they can positively respond to change. It is considered that by setting the initial review at three years and subsequently at five yearly intervals, the correct balance has been struck and a more frequent review would be unduly onerous on Council resources and undermine the need for certainty. Should there be a concern that the LDO is not meeting its objectives, the Council can at any time instigate a review.</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council's constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p>
Kegworth Parish Council	The transport assessment report identifies a projected increase in traffic on village roads. Not enough is proposed to mitigate the risks of the increased traffic on	The Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4) details the

Stakeholder	Summary	Response
	<p>these roads when the site is in operation and during construction. Consideration needs to be given to include options which discourage commuter traffic from cutting through local villages, such as Kegworth, East Leake, Sutton Bonington and West Leake. Preferred routes need establishing for workers and construction traffic and incinerator lorries.</p> <p>Traffic management controls at specific junctions are needed, such as the one which connects West Leake Lane with Kegworth Road and Gotham Road. An analysis needs undertaking of junctions in the local area to clearly establish the true impact of this development and propose controls to mitigate the identified risks.</p> <p>Not enough is being proposed to support sustainable transport. We would request that consideration is given to installing cycle routes which would link the site to local villages, such as Kegworth, and to providing safe pedestrian and public transport routes to the site. All of these would discourage the use of motorised vehicles and promote methods of sustainable travel.</p>	<p>revised approach to ensuring appropriate mitigation is provided. Condition 6 of the LDO has been revised to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>This note also responds to concerns regarding the potential negative impacts to local roads.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A Public Transport Strategy is now required under Condition 10.</p> <p>To address local concerns regarding vehicle speeds and highway safety, the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar, including Kegworth Road, Gotham Road and West Leake Lane. The Mitigation Strategy requires a contribution to the local Highway Authority to undertake the study and help implement its recommendations.</p> <p>The LDO supports the Improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter’s control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network.</p>
<p>Councillor Carol Sewell (Kegworth Parish Council)</p>	<p>Objection to the development on greenfield land to the south of the site. Additional concerns for increased traffic on an already overloaded infrastructure surrounding the site and on village roads and the transportation of waste (for the incinerator) by road.</p> <p>Villages of Kegworth and Castle Donington could be included in public transport improvements (for residents here to easily access the site and the Railway Station at East Midlands Parkway).</p>	<p>The Southern Area of the Site forms part of the East Midlands Freeport which has been approved by Government.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is large enough to capture these opportunities.</p> <p>The rationale for developing the Southern Area also includes the need to develop the currently vacant and/or under-utilised areas of the Site to quickly deliver on the Government’s Freeport objectives. Early delivery of employment in these areas, in advance of the existing Power Station closing, will provide the best opportunity to retain and reskill the workforce, as new green/low-carbon energy and advanced manufacturing job opportunities come</p>

Stakeholder	Summary	Response
		<p>forward as part of the Site redevelopment (see Section 7.5 of the LDO).</p> <p>The Transport Assessment, Framework Travel Plan and the Transport Note (see Appendix A4) describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking. These include provision of a shuttle bus linking the individual plots to the railway station and interchange points with public bus services; working with bus operators to improve services to the Site; creating a direct access from the east side of East Midlands Parkway to the Site; support for cycleway improvement; employing a Travel Plan coordinator to promote sustainable travel; and employee incentives to use public transport.</p> <p>A proposal from Nottinghamshire Highway Authority to require developers to provide a Public Transport Strategy has been accepted and incorporated into the revised LDO Condition 10. Bus service provision is a matter for the Local Transport Authorities and private bus operators; based on demand and resources, the LDO can only make proportionate and reasonable contributions.</p>
<p>Normanton-on-Soar Parish Council</p>	<p>Comments concern the impact the increased levels of traffic will have on all local villages and roads due to them being used as 'rat runs'. By both construction traffic and workers and would suggest that a Traffic Feasibility Study be carried out.</p> <p>Lack of public transport to the outlying villages which again suggests that there will be an increase in traffic.</p>	<p>A Transport Note has been prepared to respond to concerns raised by a number of consultees, including National Highways and relevant Local Highways Authorities (see Appendix A4), and Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to "pause" the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The Transport Note also responds to concerns regarding the potential negative impacts to local roads.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A Public Transport Strategy is required under the revised LDO Condition 10.</p> <p>To address local concerns regarding impacts on local roads, it is proposed that the Mitigation Strategy includes the requirement to make a contribution towards a traffic management study around Ratcliffe-on-Soar, East and West Leake and Kingston-on-Soar, including Kegworth Road, Gotham Road and West Leake Lane. The contribution would assist the local Highway Authority to undertake the study and help implement its recommendations.</p>

Stakeholder	Summary	Response
Councillor Chris Kemp (Keyworth Parish Council)	There must be justification for development in the green belt and the incinerator can be expected to accelerate climate change.	<p>The entire LDO Site is within the Green Belt and it is acknowledged that development in such a location can only take place if it has been demonstrated that there are VSC that outweigh the harm.</p> <p>The VSC for allowing the Proposed Development to proceed are set out in Section 7.5 of the LDO and Statement of Reasons.</p> <p>A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation is not in itself a principal part of the VSC case, although it is supportive as an acknowledgement of central government encouragement for employment development at this location.</p> <p>The EMERGE Centre, an energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre does not form part of the LDO proposals.</p> <p>The Design Guide includes requirements to design in the context of climate change. These include accounting for Rushcliffe Borough Council's Climate Change Strategy 2021–2030; and demonstrating 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.</p>

Table 7 – Responses to representatives received from neighbouring landowners

Stakeholder	Summary	Response
Winking Hill Farm	<p>Main objection is the height of the buildings and their visual impact, given the proximity to the writer's land this will overshadow their property. A visual of the viewpoint from the writer's property should be included.</p> <p>The southern and northern sites should not be treated as the same for planning purposes. RBC's essential characteristics of Greenbelts, openness and permanence, should be taken into account when considering 40 m high buildings on the southern site. The flow of the wind should be considered, to avoid a wind tunnel across the property and a green boundary should be introduced with tree planting introduced along the southern site. Concerns about West Leake Lane and issues of increased traffic.</p>	<p>The maximum height parameter has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations and following an assessment of visual impact.</p> <p>It should be noted that whilst the Parameter Plans to set maximum heights, it is not anticipated that development would completely fill this envelope.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p> <p>The Strategic Landscape Parameter Plan includes for new tree planting to be provided along the boundaries of the Southern Area, which will soften the visual impact from viewpoints outside of the Site</p>

Stakeholder	Summary	Response
		<p>and serve to disrupt any wind flows through the development.</p> <p>Any access onto West Leake Lane would be designed to meet Nottinghamshire County Council standards and would go through the S278 adoption process, including a Safety Audit.</p>
<p>Hallam Land Management (HLM)</p>	<p>Object and ask for the LDO adoption to be delayed. Whilst significant weight can be attached to the economic benefits of the LDO proposals, HLM do not believe the LDO as presently formulated is capable of passing the Very Special Circumstance test given:</p> <ul style="list-style-type: none"> • The benefit of urgency related to the Freeport initiative is weak in light of strong market demand. • The significant Green Belt harm. • The transportation harm as a consequence of inadequate assessment and inadequate mitigation. • The missed opportunity harm in not providing for HS2 East Midlands Hub station related development or New Kingston, both capable of delivering significant strategic benefits. <p>The LDO should not therefore be granted at this time.</p>	<p>A robust Green Belt Assessment is included in the LDO and Statement of Reasons, at Section 7.5.</p> <p>A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation is not in itself a principal part of the VSC case, although it is indicative of central government encouragement for bringing forward development and support for a transition to new forms of employment at this location.</p> <p>To deliver the benefits of this to investors and the local economy, businesses should be operational by 2026; therefore, Freeport status does support the case for inclusion of the open parts of the Site in the LDO. The need to secure a transition of employment, knowledge and economic benefit aligned to the planned closure of the Power Station by the end of September 2024, rather than leave the Site vacant and economically inactive, is also beneficial.</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The potential arrival of HS2 at East Midlands Gateway is likely to be a significant advantage for the Site and the LDO provides for a direct link and for its arrival hub, with service uses to be provided around this transport node. However, the nature of the HS2 Station and its interface with the development, as well as the timing for delivery, are unclear and it is not possible to plan with any certainty at this time.</p> <p>It would be wrong to postpone this development indefinitely pending the decisions on HS2. In any event, given that the rail interface is adjacent to the Power Station Buildings, this phase of the development will be some time after the closure of the Power Station by the end of September 2024. Therefore, at the</p>

Stakeholder	Summary	Response
		appropriate time, the LDO Parameter Plans can be reviewed in the light of any change in circumstances (see LDO Condition 1). This review mechanism is one of the advantages of the LDO and its ability to be amended to respond to the evolving policy and development context.

Table 8 – Response to Mace’s Critical Friend Review of the LDO Design Guide

Stakeholder	Summary	Response
RBC Mace Design Review	<p>The design guidance for the site takes a standard approach, lacking focus on how it relates to its context and character. Concerns are raised for the site’s landscaping, public realm, massing and uses, and access and movement.</p> <p>It is recommended that:</p> <ul style="list-style-type: none"> • A distinction is made between which designs principles are mandatory and which are suggested. • The sustainability and architecture guidance for the site’s designs be expanded. • The sites relationship with its edges and surrounding, local context and character be further considered. 	<p>As part of the evaluation of the LDO, the Council commissioned an independent Design Review of the Design Guide by Mace, a consultancy working for the East Midlands Development Company to develop their Design Guidance. Their ‘Critical Friend’ commentary on the LDO Design Guide and Parameter Plan documents has been responded to in a separate note (Appendix A7) and through revisions to the Design Guide. In summary:</p> <ul style="list-style-type: none"> • The Characteristics of acceptable uses and examples of acceptable uses have been revised, along with the criteria in Principle LU6, in order to ensure that development on the Southern Area aligns closely with the Net Zero ambitions of the vision for the Site. • Design control – changes have been made to the Access and Circulation Parameter Plan, Principle LU3 and a new Principle A10 to better define some key urban design elements, especially within Plots E and J, and ensure an appropriate provision of public realm around the Parkway Station area. • Changes to the Transport Principles to require enhanced provision for cycling, walking and public transport. • The Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I. • Updates to the Design Guide to match Strategic Landscaping Parameter Plan, showing biodiversity areas more clearly. Design Principles SL 2, A3 and A6 have been updated to encourage designers to incorporate biodiversity on-plot to support BNG delivery. • A new vision for the Site – minor changes have been made to text. • Parameter plans and guidance – Design Guide Table of acceptable uses has been amended and it has been accepted that additional controls could be used to

Stakeholder	Summary	Response
		<p>better define the permeability and sense of arrival in this area. Additional criteria has also been added to LU4 in the Design Guide.</p> <ul style="list-style-type: none"> • Land use parameter – a road and landscape buffer have been proposed adjacent to the rail line. • Infrastructure and services parameter – suggested wording changes have been accepted and criteria added to IS6 to encourage a joint approach to reducing waste. Wording in IS2 revised to require developers to demonstrate how energy demand has been reduced through design and how the opportunities for shared energy and heat have been explored. • Landscape parameter – a test and wording added to criteria SL 2 and additional Principle SL 8 added about landscaping Plot Boundaries. Additional criteria added to SL 2 for planting and landscaping within car park areas and sustainable drainage systems (SuDS) have been included. <p>How the Design Guide allows for flexibility in response to the proposed arrival of HS2 at the Parkway Station has also been set out in the Note (see Appendix A7).</p>

3.2 Local resident and other interested party responses

A total of 59 responses were received from non-statutory consultees, these include members of the public and other interested parties. To avoid duplicates in responses, feedback analysis was carried out using a method known as coding. Rather than responding to each individual, seven recurring themes were identified from the comments and are presented in Table 9, along with responses to the feedback. Details of the coding framework can be found in Appendix A3.

3.2.1 Summary of coded themes and responses

The most frequent comments included: concerns for the impact on the environment (especially at the Southern Area); loss of Green Belt land; impact of increased traffic in surrounding areas and pedestrian connectivity; and the parameters set in terms of height of the buildings.

Table 9 – Summary of responses from non-statutory consultees grouped by theme

Theme	Summary of feedback	Response
Ecology and biodiversity	<p>Concerns about the development’s impact on ecology and biodiversity was expressed by 12 non-statutory stakeholders who commented on the impact of the development on the environment, biodiversity and wildlife. Three non-statutory stakeholders specifically commented on Biodiversity Net Gain (BNG) proposals.</p> <p>Concerns included potential tree loss, tree protection and uncertainty about how the BNG will be implemented.</p>	<p>It is considered that the Site sets appropriately high expectations for design, landscaping, and BNG. Whilst it is noted that there is currently no local planning policy requirement to provide BNG, the LDO will require the development to deliver a 10% net gain. The 10% BNG therefore exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance.</p>

Theme	Summary of feedback	Response
Green Belt	<p>17 non-statutory comments mentioned the Green Belt, 13 of which expressed concerns about the loss of the Green Belt as a result of the development and another four felt there was a lack of justification to release this area of the Green Belt.</p> <p>Comments regarding development taking place, leading to a loss of Green Belt land. A number of respondents felt that the case for developing in the Green Belt, particularly to the south of the A453, was not sufficiently strong.</p>	<p>The whole of the LDO Site is within the Green Belt and it is acknowledged that development in such a location can only take place if it has been demonstrated that there are VSC that outweigh the harm.</p> <p>The VSC for allowing the Proposed Development to proceed are set out in Section 7.5 of the LDO and Statement of Reasons.</p>
The Southern Area	<p>14 non-statutory stakeholders expressed concerns over development taking place on the land south of the A453 (Southern Area).</p> <p>It was highlighted that this land differs in nature to the built up, industrial land to the north of the A453 (Northern Area). Comments included a general query regarding a loss of this area's open, rural, countryside feel due to development, especially at the Southern Area of the Site.</p>	<p>The Southern Area of the Site forms part of the East Midlands Freeport which has been approved by government; therefore, the Southern Area should be included within the LDO.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.</p> <p>Rationale for developing the Southern Area also include the need to develop the currently vacant and/or under-utilised areas of the Site to quickly deliver on Government's Freeport objectives. Early delivery of employment in these areas, in advance of the existing Power Station closing, will provide the best opportunity to retain and reskill the workforce, as new green/low-carbon energy and advanced manufacturing job opportunities come forward as part of the Site redevelopment.</p>
Building heights and visual impact	<p>15 non-statutory consultees commented on the scale and height parameters set by the LDO for buildings on the site and their possible visual impact.</p> <p>Many felt the building parameters set were too tall for this area of the Green Belt and that it would cause adverse visual impact upon the surroundings, notably the 40 m height restriction to buildings proposed for the Southern Area.</p>	<p>The Parameter Plans establish a maximum envelope (plan area and height) within which new development can take place. The maximum height parameter has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations and an assessment of visual impact.</p> <p>It should be noted that whilst the Parameter Plans set maximum heights, it is not considered likely that development coming forward would completely fill this envelope.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p>

Theme	Summary of feedback	Response
Strategic road network and public transport	<p>11 non-statutory comments raised concerns about possible increases in traffic congestion to the Strategic Road Network (SRN). Five non-statutory comments were additionally concerned with the LDO's provision for public transport, noting the Site's proximity to the railway station and park and ride infrastructure.</p> <p>Commenters noted that the current transport modelling outputs show that the proposed scheme will impact the operation of the SRN, including queuing on the M1.</p> <p>Comments raised concerns about a missed opportunity to connect the site to existing and future public transport infrastructure, such as the tram network and future HS2 station.</p>	<p>A separate Transport Note (see Appendix A4) submitted to National Highways and relevant Highways Authorities, has been provided to respond to these comments and similar from statutory stakeholders. The Note highlights that Phases 1 and 2 of the Proposed Development only has minimal impact on the SRN.</p> <p>The Note does, however, propose an amendment to LDO Condition 6 which will restrict delivery of later stages of the development until such time as a holistic transport solution has been agreed/delivered.</p> <p>The Transport Assessment, Framework Travel Plan and the Transport Note describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking.</p>
Local roads	<p>Concerns about increased traffic in the immediate and/or surrounding area of the Site were raised 32 times by non-statutory stakeholders.</p> <p>Consultees felt that if impacts to the SRN from development of the Site are not fully mitigated, there may be negative impacts on local roads, including the potential for traffic to increase on roads immediately surrounding the Site and affecting local roads in and around neighbouring villages.</p> <p>Some expressed concerns about "rat-running" through local villages as drivers may seek to avoid the possible increased congestion on the SRN, resulting in traffic displacement onto roads unsuitable for carrying large volumes of traffic.</p> <p>Issues of traffic both during construction and beyond were raised.</p>	<p>It is recognised that there are concerns regarding the highway impacts on the SRN and local road networks during peak times.</p> <p>However, due to the Proposed Development mix within Phases 1 and 2, these generate very few peak-hour trips. Therefore, the net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>As above, this has been recognised in the draft LDO using Condition 6, which acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to "pause" the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p>
HS2	<p>Seven non-statutory consultees expressed their view that the effects of HS2 should be considered in more detail in the LDO.</p> <p>Concerns raised include the potential for increased traffic on surrounding roads (during construction and operation), and the integration of an East Midlands Parkway HS2 station with the Site.</p> <p>It is also suggested that the LDO has missed the opportunity to provide for a integration with a future HS2 East Midlands Hub station which could deliver significant strategic benefits in terms of connectivity and economic growth.</p>	<p>HS2 is in the very early stages of its work to develop proposals for their East Midlands Station. HS2 is currently unable to confirm a train service pattern through East Midlands Parkway Station or to provide any details of how the existing station might be adapted to suit HS2 requirements.</p> <p>Therefore, information about the timing, nature and form of the proposed HS2 interface is not available and, consequently, the spatial requirements to allow the Site to accommodate HS2 is unknown at this time.</p> <p>Over the coming years, HS2 will develop its proposals and will be better placed to identify the impacts (if any) on the Ratcliffe site. It is expected that HS2 will work collaboratively with the Council in developing its ideas and will seek to align with the LDO where possible. If changes to the LDO are required, then the Council have the power to amend the LDO through one of the regular review stages (see LDO Condition 1).</p>
Connectivity and Public rights of way	<p>14 non-statutory stakeholders highlighted pedestrian and/or cycle connectivity and the public rights of way (PROW) as an area of concern.</p> <p>Some consultees expressed the need for further pedestrian and cycle connectivity and circulation around the Site, some focused on the lack of safe</p>	<p>As shown by the Parameter Plans and detailed in the Design Guide, the LDO maintains the PROW connectivity across the Site. The potential for localised diversions is accommodated to align with the redevelopment proposals, and Design Guide Principle T3 details design requirements.</p>

Theme	Summary of feedback	Response
	<p>footpaths and cycle ways in the villages surrounding the site.</p> <p>Consultees perceived that the number of footpaths and cycleways were not sufficient to achieve connectivity (linking the Site to surrounding villages) or encourage commuters to use sustainable modes of transport.</p> <p>Some propose direct pedestrian walkways from East Midlands Parkway Station to the Site's internal walking/ cycle network to encourage rail use rather than car dependency.</p>	<p>The LDO supports the improvement of cycleways which will service the development. However, proposed cycleway improvements require land which is outside the LDO developer's control, and therefore, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network, including connectivity with the adjacent villages of Ratcliffe-on-Soar and Thrumpton, and the footway/cycleway alongside the A453 provides connectivity into Clifton and Nottingham.</p> <p>The LDO also proposes an eastern entrance to East Midlands Parkway station to allow direct access between the Site and the station. Design Guide Parameters have also been amended as set out in the response to the Mace Review (see Table 8).</p>
Site uses and alternative uses	<p>8 non-statutory stakeholders commented on the proposed uses for the Site.</p> <p>Some respondents considered that the rationale for logistics uses, given proximity of East Midlands Intermodal Park, was not strong enough, especially in the Southern Area.</p> <p>One consultee proposed that warehouse use is limited to that necessary for the manufacturing activity on site rather than the principal use, as warehousing is available elsewhere.</p> <p>Other non-statutory stakeholders proposed alternative uses including:</p> <ul style="list-style-type: none"> • A waterpark or 'Centre Parcs' type development • Permanent site for travellers or refugees • Health and sport uses such as a leisure centre, football club, hospital etc. • Camping site or travel services • Restaurant or produce growing site • Residential uses <p>Some also suggested that the buildings themselves should be used to promote greater sustainability to fulfil the green vision for the Site. This included the suggestion of requiring the installation of solar panel to the roofs of buildings, the reuse of grey water, and encouraging green walls and roofs to promote biodiversity.</p>	<p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on the Site.</p> <p>The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>The alternative uses suggested by some non-statutory stakeholders are not aligned with the vision for the Site and would not fulfil the ambitions of Government's Freeport initiative or Local Policy ambition to create new, high-skill employment opportunities.</p> <p>The Design Guide, at Principles IS2 and A6, sets out a requirement to explore additional technologies that would enhance the sustainability of the development. These would be explored as detailed design progresses, and is expected to include elements such as solar PV, green roofs, and rainwater harvesting.</p> <p>The Design Guide advocates the use of solar PV and green roofs on the roofscapes of the development under design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p>
EMERGE Centre	<p>Three non-statutory stakeholders commented on the EMERGE Centre's use as an incinerator plant. Respondents have commented that the EMERGE Centre does not align with the green and clean energy vision for the redevelopment of this Site. They raise concerns about carbon emissions created by burning waste.</p>	<p>The EMERGE Centre, an energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre does not form part of the LDO proposals.</p> <p>As recognised in the Energy Strategy, the EMERGE Centre could potentially generate electricity and</p>

Theme	Summary of feedback	Response
		district heating which could be supplied to other buildings on the Ratcliffe site.
Energy security and closure of the power station	<p>This reflects concerns for the country’s energy security, given the current political and global context.</p> <p>Six non-statutory stakeholders commented on uncertainty surrounding the closure of the existing Power Station.</p> <p>Concerns were expressed about a possible delay to the proposed closure of the existing Power Station. Some felt the Power Station should remain operational for longer to assist with addressing the current energy crisis, but others stressed the importance of ensuring that burning of fossil fuels does not continue past the closure date currently agreed.</p> <p>Consultees require clarification as to whether the planned date of closure for the Power Station may change in light of energy resourcing. Some noted that media reports had suggested the Power Station would close later than scheduled due to the current uncertain energy supplies the country has been experiencing.</p>	<p>The UK Government’s policy is to phase out power generation from coal at the end of September 2024.</p> <p>Taking the opportunity to accelerate the phase-out of coal-fired power generation in the UK electricity system wherever possible, Uniper announced in 2021 that it would close one of the four 500 MW units at the Ratcliffe Power Station as early as the end of September 2022 – two years ahead of the government’s coal phase-out date.</p> <p>In early 2022, the Government asked Uniper to explore the possibility of keeping this unit open for longer. And following discussions with National Grid ESO, Uniper announced that it would be able to support the Government’s request and help maintain energy supply security, by continuing to make the unit available until 31 March 2023, for dispatch by National Grid ESO.</p> <p>Uniper is also reviewing the potential for operation after this time and planning to make the unit available until the September 2024 coal phase-out date, with the power station still set to close by the end of September 2024.</p> <p>Therefore, the phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.</p> <p>Section 9.3.5 of the LDO’s Energy Strategy has been revised to address energy security and resilience.</p>

3.3 Public exhibitions responses

The public information exhibition held at Thrumpton Village Hall on 16th August 2022 saw 65 attendees, including local RBC ward members and a representative from the East Midlands Development Corporation. In addition, 73 people attended the exhibition on 18th August at Gotham Memorial Hall. There was a total of 62 attendees who signed up for the mailing list to receive future updates. Whilst this was not part of the formal consultation exercise, comments and queries were collected during the exhibitions, and the main themes raised have been identified and presented, along with responses, in Table 10. These have also been carefully considered in making revisions and updates to the LDO documentation.

Table 10 – Summary of discussions at public exhibitions and responses

Theme	Summary of feedback	Response
Proposal and vision	General support for the vision and overall aspirations for the Site, particularly the Northern Area. However, other comments included:	Comment noted
	<ul style="list-style-type: none"> Concerns with closing the power station at a time of uncertain energy security 	<p>The UK Government’s policy is to phase out power generation from coal at the end of September 2024.</p> <p>Ratcliffe-on-Soar power station has capacity market agreements in place with the Government, to keep the plant available to the end of September 2024 and continues to reliably and cost-effectively generate power when it is needed, contributing to security of supply.</p> <p>Uniper has decided to end generation at the power station after it has fulfilled its commitments under these agreements and will close in line with Government policy by the end of September 2024. As such, the</p>

Theme	Summary of feedback	Response
		phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.
	<ul style="list-style-type: none"> The EMERGE Centre's and hydrogen/battery production's alignment with the Site's green vision. 	<p>The EMERGE Centre, which is officially classed as an R1 energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre has not been included in the LDO and does not form part of the LDO proposals.</p> <p>The LDO will permit a range of sustainable energy generation uses such as hydrogen, solar and other potential sources of low-carbon energy.</p> <p>As recognised in the Energy Strategy, the EMERGE Centre could generate electricity and district heating which could be supplied to other buildings on the Ratcliffe site. This would help the Site become more resilient for energy and help meet sustainability objectives.</p>
	<ul style="list-style-type: none"> Loss of heritage merit or landmark in the demolishing of the cooling towers. 	<p>The cooling towers are approaching the end of their design life and have limited potential for economic reuse. The 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.</p>
	<ul style="list-style-type: none"> More details for each of the development plot is needed. 	<p>The LDO is a statutory designation that permits certain described types of uses, providing they meet the parameters and design criteria set out in the LDO and accompanying documents. The Council will ensure that the details submitted as part of subsequent applications for Certificates of Compliance, adhere to these parameters.</p>
	<ul style="list-style-type: none"> Queries about the Southern Area being included in the Freeport. 	<p>The Freeport is approved by government independently of the LDO drafting and adoption process, and includes the Southern Area.</p>
	<ul style="list-style-type: none"> Support for links to education institutions and provision of training facilities. 	<p>Education and training uses are permitted within the LDO and would be complementary to the commercial uses within the Site.</p>
	<ul style="list-style-type: none"> Concerns about the impact of development on the Southern Area, regarding visual impact and loss of trees and habitats. 	<p>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 mitigated, and the findings of this are documented in the Environmental Statement. This has informed the Transport and Biodiversity Mitigation Strategy and other mitigation measures required by the conditions set out in the LDO and in the Design Guide.</p>
	<ul style="list-style-type: none"> Queries about the public accessibility of the Site given its Freeport status. 	<p>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.</p>
	<ul style="list-style-type: none"> Enquiries about the community facility 	<p>The LDO allows for limited service facilities to be provided for Site users but is not intended to be a</p>

Theme	Summary of feedback	Response
	opportunities for surrounding villages.	community or local centre for nearby settlements. Such uses would be incompatible with the Vision for the Site and contrary to Green Belt Policy.
	<ul style="list-style-type: none"> Concerns about the potential large energy demand on the Site given the amount of activity. 	Part of the rationale for the redevelopment for advanced manufacturing and energy generating uses is the unique potential arising from a connection to the national grid, giving excellent access to import, store and export energy.
	<ul style="list-style-type: none"> Concern of complementary uses on the Site. 	Complementary uses on the Site are included to make the Site attractive to investors and to meet the needs of those employed on the Site.
	<ul style="list-style-type: none"> Queries regarding how the compliance process would work in practice. 	<p>The Ratcliffe-on-Soar LDO documents include Parameter Plans and a Design Guide which dictate the limits within which individual development proposals come forward. “Characteristics of Acceptable Uses” and “Examples of Acceptable Uses” have also been set out in the Design Guide to refine the standard planning classes and give further control over the type of development which will come forward on the Site.</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 and Appendix B of the LDO. The determination and delegation procedure will follow the process as set out in the Council’s constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p>
Logistics use	<ul style="list-style-type: none"> Comment that the maximum floor area permitted for logistics on the Northern Area comprises the majority of that part of the Site. 	<p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan² consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study.</p> <p>There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area. This limit is a maximum and it is not guaranteed that this level of logistics uses will materialise.</p>
	<ul style="list-style-type: none"> Concern that if the proposed logistics use on the Northern Area is intended to be ancillary to the advanced manufacturing uses, this is not explicitly restricted by the LDO 	It is not the intention to restrict logistics use in this way. The limited proportion of logistics uses is considered appropriate given demand and will assist with the viability of the Site.

² <https://www.gnplan.org.uk/media/3332950/growth-options-consultation-2020.pdf>

Theme	Summary of feedback	Response
Transport	<ul style="list-style-type: none"> The level of parking provided on site. 	<p>Car parking (including provision for electric vehicle charging) is provided for the Proposed Development in line with an assessment of potential demand and is flexible, with areas of surface parking indicated that would supplement on-plot provision and potential for additional parking to be provided within plots near to the railway station, if required.</p>
	<ul style="list-style-type: none"> Concern with impacts on local road network, particularly on West Leake Lane and Barton Lane and through nearby local villages. 	<p>It is recognised that there are concerns regarding the highway impacts on the SRN and local road networks during peak times.</p> <p>However, due to the Proposed Development mix within Phases 1 and 2, these generate very few peak-hour trips. Therefore, the net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>Condition 6 of the LDO acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p>
	<ul style="list-style-type: none"> Upgrades to the local cycling network are required, including a north / south connection over the River Trent. 	<p>A link across the River Trent is beyond the ability of the LDO to deliver as it would include third party land. It is a wider piece of infrastructure that should be looked at holistically by relevant bodies, including Highway Authorities, HS2, Freeport and East Midlands Development Company. The Access and Circulation Parameter Plan includes the potential for a link to this facility to come into the Site.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the LDO’s control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p>
	<ul style="list-style-type: none"> Reliable public transport links are needed to ensure connections with local towns and villages (frequent buses). 	<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.</p>
	<ul style="list-style-type: none"> The proposed railway station bridge and access was viewed by the public as not being permitted as a public right of way 	<p>This detail would be subject to discussion with rail and station operators but initial discussions with Network Rail have indicated that they would view the potential for a link with the Site to be a positive measure.</p>
	<ul style="list-style-type: none"> Concerns stating that the LDO is not ambitious enough in terms of cycle access to and around the Site and the lack of cycling conditions improvements along the existing road network around the Site, particularly given the potential for HGV traffic to increase on these roads. 	<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.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the LDO’s control. Therefore, whilst the LDO cannot</p>

Theme	Summary of feedback	Response
		<p>deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p>
Potential impacts of development	<ul style="list-style-type: none"> Concerns of the potential impacts Ratcliffe-on-Soar village including traffic, road safety, flooding, location of buildings in the Southern Area, impact on footpaths and loss of woodland. 	<p>The Flood Risk Assessment and Surface Water Drainage Strategy demonstrate that there would be no impact on Ratcliffe on Soar from flooding. The Landscape and Visual Impact Assessment identifies no significant impacts on Ratcliffe on Soar and the Height Parameter Plan establishes maximum heights for buildings.</p>
	<ul style="list-style-type: none"> Concern with cumulative effects of other development in the area, including applications for solar farms and additional housing development. 	<p>The cumulative impacts of other known developments have been taken into consideration in the Environmental Impact Assessment and Transport modelling informing the Transport Assessment.</p>
	<ul style="list-style-type: none"> Number of attendees concerned about impacts from maximum permissible height of buildings on the Southern Area. 	<p>We acknowledge that there are concerns about the perceived visual impact of the heights for the buildings in the Southern Area of the development.</p> <p>The visual impact of development within this envelope, including its impact on the Green Belt, has been considered in the Landscape and Visual Impact assessment of the Environmental Statement. This has concluded that the visual impact will not be significant.</p> <p>The Design Guide which accompanies the LDO establishes a number of principles (A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p>
	<ul style="list-style-type: none"> Environment, ecology and habitat impacts of the whole project with the perception that nothing considerable has been changed from the pre-draft LDO consultation to reflect or address this. 	<p>The Biodiversity Net Gain assessment, approach and requirement for a Strategy to come forward with applications for Certificates of Compliance, have all been developed since the initial consultation. This is set out in Section 3.3, Condition 5 and Appendix C in the LDO. The Design Guide and Parameter Plans set out the requirements for Strategic and on-plot landscaping and habitat creation and for other design measures to mitigate environmental impacts.</p>
Suggestions for alternative land uses	<p>Suggestions included:</p> <ul style="list-style-type: none"> Suggestion land should be used for residential instead. Suggestions the land should be used as a site for travellers. Suggestion the land should be used as an adventure centre. 	<p>The alternative uses suggested by some non-statutory stakeholders are not aligned with the vision for the Site and would not fulfil the ambitions of Government's Freeport initiative or Local Policy ambition to create new, highly skilled employment opportunities.</p>

4. Conclusion

This Statement of Community Involvement has given an account of all consultation activities undertaken during the preparation and consultation of the draft LDO for the redevelopment of the Ratcliffe-on-Soar Power Station Site.

The first round of engagement was carried out by the Council as Promoter of the LDO and took place on a non-statutory basis, aimed at introducing the LDO, providing information for local stakeholders and interested parties and gathering feedback to assist in developing the LDO and supporting documents. This took place between September 2021 to January 2022.

This second consultation, held from 21st July to 5th September 2022, was the statutory consultation required under legislation as part of the formal process of adopting an LDO. This was undertaken by the Council as Local Planning Authority and has given the opportunity for a range of stakeholders to make their views known and for these to be considered as part of the decision making process on whether to adopt the LDO as originally drafted. In parallel, a second round of Public Exhibitions was implemented in order to provide an update on how the LDO had developed and as an opportunity for interested parties, particularly in nearby communities, to make more informed decisions when making representations to the statutory consultation.

The consultation process has been instrumental in developing the draft LDO submission for the Ratcliffe-on-Soar Power Station site. The LDO is a product of a lengthy, detailed and responsive pre-application consultation process with neighbouring Local Authorities, Parish Councils, technical stakeholders and the local community.

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.

Beyond the formal consultation period, dialogue has been ongoing with statutory and technical stakeholders as and when necessary, including additional work undertaken to update the Environmental Statement and the Transport Assessment. Early engagement has been essential to resolve any planning and technical issues before finalising the LDO.

Where concerns have been raised, work has been undertaken either to amend the LDO or to 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 that have been addressed. Where amendments to the LDO have not been possible, this has been explained.

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**Appendix 9 Draft Ratcliffe on Soar Local Development
Order Summary of Themes Raised from July
to September 2022 consultation (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



SUMMARY OF THEMES RAISED FROM CONSULTATION

JULY 2023



Subject Ratcliffe-on-Soar LDO
Job No/Ref 283253
Date 03 July 2023

Ratcliffe-on-Soar Local Development Order

Summary of main matters raised by statutory and non-statutory consultees and proposed responses

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1. Introduction

Following publication of the draft Ratcliffe-on-Soar Local Development Order (LDO) in July 2022, statutory consultation (in accordance with Article 38 of the Town and Country Planning Act 1990) was undertaken by Rushcliffe Borough Council (RBC) in its role as Local Planning Authority, between July and September 2022. A number of statutory and non-statutory stakeholders have provided comments on the LDO and related documents.

Separate notes have been produced to respond to specific issues related to transport, a design review (undertaken by the Head of Placemaking at Mace Group on behalf of the Council) and impacts on certain heritage assets. This note has been produced by Arup, on behalf of RBC in its capacity as

Subject Ratcliffe-on-Soar LDO
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Date 03 July 2023

promoter of the LDO, to respond to other issues and concerns raised by consultees. These have been grouped into key themes as set out below.

- Ecology and Biodiversity
- Green Belt
- The Southern Area
- Building Heights and Visual Impact
- Strategic Road Network and Public Transport
- Local Roads
- HS2
- Connectivity and Public Rights of Way
- Site Uses and Alternative Uses
- EMERGE Centre
- Extending Power Generation and Energy Security
- Minerals – Fly Ash
- Decision Making Process (RBC’s Delegated Procedures)

2. Ecology and Biodiversity

6 statutory stakeholders, 1 Local Authority, 2 RBC Councillors and 2 Parish Councils (one of these being a joint response from 5 Parish Councils) commented on matters relating to the impact on ecology and biodiversity within the Site.

These concerns were echoed by 12 non-statutory stakeholders (i.e. members of the public, landowners and other interested parties) who commented on the impact of the development on the environment, biodiversity and wildlife, and 3 non-statutory stakeholders who specifically commented on Biodiversity Net Gain (BNG) proposals.

2.1 Summary of comments

Overall, consultees wanted to see more emphasis given to mitigating impacts upon ecology and biodiversity. It was felt that the opportunity to aim to enhance the Site’s ecological and biological diversity had been missed, noting that enhancement is proposed at the Site’s periphery and off-site.

Notably, Nottinghamshire Wildlife Trust asked for BNG to be increased to 20% and delivered locally, a comment reflected in many other consultees’ responses. Frequent reference was made to ensuring that achieving 10% BNG is made a requirement for developers bringing forward proposals.

Some consultees express disappointment regarding a large percentage of BNG to be provided off-site and recommended that the opportunity to use buildings to increase biodiversity and interact with wildlife should be further encouraged. Others raised concerns regarding the future management of BNG.

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2.2 Proposed response to comments

It is considered that the LDO sets appropriately high expectations for design, landscaping, and BNG but in response to feedback the wording of Section 3.3 of the LDO and Statement of Reasons document has been revised. Whilst it is noted that there is currently no national or local planning policy requirement to provide a set level of BNG, the LDO will require the development to deliver a minimum of 10% net gain. The BNG requirement therefore exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.

The LDO establishes a hierarchy for delivering BNG. This requires on-site options to be exhausted and evidenced before moving down the hierarchy and to explore off-site delivery options. Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance which will confirm how the 10% BNG target will be delivered.

It is proposed that the Design Guide (Principle A3) is amended to require developers to maximise the potential to include green roofs, or solar PV, as part of the building design. Principle SL2 (as revised) also encourages biodiversity to be provided within plots and to be designed to link with nearby areas of biodiversity to create ecological corridors across the site.

Developers will be required to set out their proposals for the long-term management of BNG areas with the Biodiversity Mitigation Strategy – see point 9 of the Guidance for the production of the Transport and Biodiversity Mitigation Strategy included in Appendix C to the LDO & Statement of Reasons. It is a requirement of condition 5 that the Biodiversity Mitigation Strategy is agreed before construction commences and that the Strategy is updated and approved at each Certificate of Compliance application.

2.3 Proposed changes to LDO or related documents

The LDO clearly sets a requirement to deliver a minimum of 10% BNG and contains mechanisms to ensure that details of BNG, and the management thereof, are provided and agreed prior to the commencement of development. Having reviewed comments made by stakeholders regarding ecology and biodiversity, the wording in Section 3.2 of the LDO has been revised to more clearly set out the hierarchy for delivery, with provision on or near the site as a first option.

Amend Design Guide (Principle A3) to require developers to maximise the potential to include green roofs, or solar PV.

3. Green Belt

RBC's Local Plan indicates that the whole Site is located within and washed over by the Green Belt. This means that the LDO will be determined in accordance with the guidance set out in Chapter 13 of the NPPF.

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Concerns about the harm to or loss of the Green Belt were not raised by any statutory stakeholders or Local Authorities. 1 RBC Ward Member, 3 Parish Councils and 17 non-statutory comments mentioned the Green Belt. Of the non-statutory responses, 13 expressed concerns about the loss of the Green Belt as a result of the development and another 4 felt there was a lack of justification to release this area of the Green Belt.

3.1 Summary of comments

There were a number of objections based on the principle of development in the Green Belt – many of these focussed particularly on the Southern Area (this is addressed further in Section 4). Some believe that further justification for development in the Green Belt should be provided. Some hold the view that the “undeveloped”/ “greenfield” Southern Area should not be included within the LDO boundary and that there has been a lack of consideration for the Green Belt. The comments conclude that there should be a distinction between the previously developed land in the north of the A453 and the “open land” to the south of the A453. It was felt that the cumulative impact, plot coverage and access to West Leake Lane have not been considered with respect to harm caused to the Green Belt.

3.2 Proposed response to comments

The LDO cannot release land from the Green Belt but, subject to national and local planning policy, considerations can permit development within it. NPPF (Paragraphs 147 to 151) states that development which is harmful to the Green Belt should not be approved except in Very Special Circumstances (VSC). VSC exist where potential harm to the Green Belt is clearly outweighed by other considerations.

Development upon the Northern Area of the Site is considered capable of being appropriate as it is previously developed land. The Southern Area has been used for ash management operations although it does not fall into the definition of previously developed land.

The Very Special Circumstances for allowing the proposed development to proceed are set out in detail in the Green Belt Assessment at Section 7.5 of the LDO & Statement of Reasons.

It is highlighted that the site possesses a unique combination of attributes that make it ideally placed to deliver on a number of key national, regional and local policy objectives. The Southern Area, and the majority of the Northern Area, form a key part of the East Midlands Freeport. This area is therefore subject to Government policy, which is designed to deliver a significant quantum of new industry and new jobs by September 2026. Development of currently vacant and/or under-utilised areas of the Site (both to the south and to the north of the A453) therefore must take place quickly in order to deliver on Government’s objectives. It is further argued that the early delivery of employment in these areas will be important to support, where possible, a transition of employment and knowledge from the existing Power Station use to new green/low carbon energy and advanced manufacturing opportunities.

3.3 Proposed changes to LDO or related documents

No changes to the LDO or related documents are proposed after reviewing comments made by stakeholders regarding the Green Belt.

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4. The Southern Area

3 Parish Council responses (one of which was a comment made by 5 Parish Councils jointly) and 14 non-statutory stakeholders expressed concerns over development taking place on the land south of the A453 (the Southern Area). It was highlighted that this land differs in nature to the built-up, industrial land to the north of the A453 (Northern Area).

4.1 Summary of comments

Comments include the preference for not including the South Area of the Site in the redevelopment. Some consultees object to the Southern Area's inclusion in the LDO because of its undeveloped "greenfield" nature, and its contribution to the wider landscape. Respondents considered that the height and massing of buildings within this area will alter the nature of this land, harming the Green Belt and impacting on views from surrounding areas. It is suggested that the Northern and Southern Areas should be considered differently when planning for the Site's redevelopment.

Concerns for Winking Hill Farm – a mixed residential and commercial property adjacent to the boundary of the Southern Area – is briefly mentioned by some consultees who expressed the need to protect the interests of the residents of Winking Hill Farm. Issues raised include questioning the decision not to include this property within the LDO boundary, a request to improve access to the property during redevelopment and a concern regarding the possible overshadowing of the farm caused by new buildings.

4.2 Proposed response to comments

Part of Government's rationale for Freeports includes the ability for the UK to attract very large inward investment opportunities – for example the construction of Gigafactories for battery and/or electric vehicle manufacturing. Such developments are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.

The Southern Area forms part of the East Midlands Freeport which has been approved by Government. The key objective of the LDO is to enable the development of the East Midlands Freeport and therefore the Southern Area should be included within the LDO. Winking Hill Farm does not form part of the approved Freeport area, and therefore has not been included in the LDO.

The different character of the Southern Area has been carefully reconsidered and it is considered appropriate to ensure that development on this area focusses on Net Zero transition elements of the vision as set out in the Design Guide. With this in mind development on this area is limited to energy generating or advanced manufacturing uses that assist with the transition to a net zero carbon future.

Concerns about the height and massing of buildings on the South site are considered in section 5.

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Potential impacts on Winking Hill Farm have been minimised by creating a landscape buffer between the farm and the edge of the development plot (Plot I). Design Guide Principle BH5 requires the developer to demonstrate that the building in Plot I has been designed to minimise its impact on Winking Hill Farm.

4.3 Proposed changes to LDO or related documents

To ensure that uses within the Southern Area closely align with the transition to Net Zero elements of the vision for the LDO the range of permitted uses on Plot I has been revised within Design Guide Principle LU3 and the Permitted Uses Parameter Plan. In addition Principle LU6 in the Design Guide has been revised to include a requirement that development on Plot I accords with Characteristics of acceptable uses 1 and 2, that are specifically related to low carbon energy production and storage or manufacturing uses delivering the net zero transition.

5. Building Heights and Visual Impact

Many comments were made relating to the height, massing and scale of the proposed buildings, with a particular focus on their impact in the Southern Area. Visual impact of the development on the surrounding areas was also noted. 3 statutory stakeholders raised this issue, along with 2 Local Authorities, 2 RBC Ward Members (including a joint response from 3 Ward Members), 3 Parish Councils and 14 non-statutory stakeholders. Many consultees who commented on the heights of the buildings felt they were too tall for this area of the Green Belt and that it would cause adverse visual impact.

5.1 Summary of comments

Many consultees were concerned that the 40 m height parameter set for development on the Southern Area would have a negative visual impact on the surrounding environment and was inappropriate for this Green Belt setting.

Consultees request measures to soften the buildings' visual impact by reducing the height of the tallest buildings, reducing the density of buildings and possibly by arranging them into smaller units with more landscaping throughout the Site.

The scale of the buildings proposed in the Northern Area was also criticised for not respecting the Green Belt. It was suggested that a mitigation strategy for keeping within the landscape character area is essential.

5.2 Proposed response to comments

The Parameter Plans establish a maximum envelope (plan area and height) within which new development can take place. The maximum height parameter has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations.

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The visual impact of development within this envelope, including its impact on the Green Belt, has been considered in the Landscape and Visual Impact assessment of the Environmental Statement. This has concluded that the visual impact would be significant from certain viewpoints and the Design Guide as originally drafted included measures in respect of building design and landscaping, aimed at mitigating these impacts. Such impacts must also be weighed against the considerable economic benefits that would arise from bringing this development forward.

It should be noted that whilst the Parameter Plans set maximum heights to provide maximum flexibility to attract potential investors, it is not anticipated that development would completely fill this envelope. Large areas will be dedicated to access roads, parking and service yards which will not be visible from a distance. The buildings will also reflect their function, and for some manufacturing uses, buildings of more modest height are likely to come forward. The Design Guide which accompanies the LDO establishes a number of important principles (Parameters A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.

However, recognising concerns from the local community about the impact of the buildings on the Southern Area, it is proposed to modify the height parameter to reduce the maximum overall height to 30 metres but with an exception to go higher, up to a maximum of 40 metres on up to 20% of the plot, providing this additional height is shown to be necessary to deliver the development.

For the Northern Area, the existing Power Station is considerably higher than 40 m and therefore it is considered that the proposed buildings will have a less dominant impact on the landscape.

Restricting building heights further is not considered appropriate and this may deter potential operators who would invest in this area and help to deliver the employment, skills and net zero objectives of the Proposed Development.

5.3 Proposed changes to LDO or related documents

It is proposed that the Parameters for the Southern Area are amended to reduce the maximum height of buildings in this area, but to recognise that there may be certain cases when higher buildings (or parts thereof) may be required.

The revised parameter plan establishes a general limit of 30 m across the Southern Area but allows buildings across a maximum of 20% of this area to extend up to 40 m in height. It would need to be demonstrated that these taller buildings are necessary due to the proposed manufacturing operation, that there are no reasonable alternatives and that the visual impact of the building has been assessed. These changes are incorporated into the Building Heights Parameter Plan and in revised wording in BH2.

It is considered that this approach, alongside the changes in section 4, achieves a balance which enables and encourages development that aligns with the vision for the Site, but which seeks to reduce the potential visual impact of the scheme.

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6. Strategic Road Network and Public Transport

3 statutory stakeholders, 4 Local Authorities, and 11 non-statutory comments raised concerns about possible increases in traffic congestion on the Strategic Road Network (SRN). 3 statutory stakeholders, 3 Local Authorities, 2 RBC Ward Members (including a joint response from 3 Ward Members), 7 Parish Councils and 5 non-statutory consultees made comments regarding the LDO's provision for public transport, noting the Site's proximity to the railway station and park and ride infrastructure.

6.1 Summary of comments

Respondents noted that the current transport modelling outputs show that the proposed scheme will impact the operation of the SRN, including queuing on the M1. Congestion on the SRN would cause traffic to divert onto the local road network which would create additional impacts. It was felt that the proposed mitigation works at M1 Jn24 would not be sufficient to mitigate against these impacts, particularly given the cumulative impact of other developments proposed in the vicinity. National Highways suggested that a wider strategic approach should be adopted.

Some respondents expressed disappointment regarding the provision of public transport serving the Site. Some mention that connections to East Midlands Parkway and the tram network should be improved, given their proximity. A Public Transport Strategy was proposed to help reduce the emphasis on travel by private car and achieve the modal shift targets set out in the Transport Assessment. Some respondents also highlighted that surrounding villages would benefit from public transport improvements to access the Site. The provision of incentives to employees encouraging them to use rail/bus services was highlighted as was the need to provide a street hierarchy which encourages walking and cycling.

6.2 Proposed response to comments

Further discussions have taken place with National Highways and Nottinghamshire, Derbyshire and Leicestershire Highway Authorities, and a separate Transport Note has been provided to address their comments. This Note recognises the need for a holistic transport solution to increase highway capacity which will not only address the impacts of the proposed development at Ratcliffe but will also accommodate the needs of other major developments such as other Development Company and Freeport proposals and HS2, once these are known. It is recognised that this holistic solution will require joint working between developers and public sector bodies and that this will take time to come forward. However, the Transport Note also highlights that initial Phases of the proposed Ratcliffe LDO development would have a minimal impact on the SRN, and therefore proposes an amendment to LDO Condition 6 which will restrict delivery of later stages of the development until such time as a holistic transport solution has been agreed/delivered.

The Transport Assessment, Framework Travel Plan and the Transport Note describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking. These include provision of a Shuttle bus linking the individual plots to the railway station and interchange points with public bus and tram services; working with bus operators to improve services to the Site; creating a direct access from the east side of East Midlands Parkway to the Site;

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support for cycleway improvement, employing a Travel Plan coordinator to promote sustainable travel; and employee incentives to use public transport.

A proposal from Nottinghamshire Highway Authority to require developers to provide a Public Transport Strategy has been accepted and incorporated into the revised LDO conditions.

6.3 Proposed changes to LDO or related documents

Condition 6 of LDO has been strengthened to limit the quantum of development which can come forward before highway mitigation is implemented. The amended clause also encourages the Promoter to work with highway authorities and other scheme promoters to ensure a holistic solution is agreed upon.

LDO Condition 10 has been revised to add a requirement for a Public Transport Strategy to be submitted for approval and minor changes have been made to the Submission Checklist in Section 10 of Appendix B of the LDO, to specify the information to be incorporated into the Plot-specific Travel Plans.

A Highway Safeguarding report has also been added to the Submission Checklist (Section 10, Appendix B of the LDO) and amendments made to Principle T4 in the Design Guide requiring developers to ensure their designs do not compromise the integrity of the highway and that they integrate with bus and tram services.

7. Local Roads

Derbyshire and Leicestershire County Councils expressed concern over the potential increase in traffic on local roads, along with 2 RBC Ward Members (including a joint response from 3 Ward Members). This issue was also raised by 9 of the 12 Parish Council responses, including the joint response from 5 Parish Councils, concerned about traffic being displaced onto local roads in their area arising from the construction and/or use of the Site. Concerns about increased traffic in the immediate and/or surrounding area of the Site were raised 31 times by non-statutory stakeholders.

7.1 Summary of comments

The respondents highlight the significant increase in traffic that would be associated with the creation of 7,000–8,000 jobs approaching the site from the rural south, including from East Leake, Costock, Loughborough, Melton Mowbray, etc. They suggest that this would lead to localised congestion and nuisance for local villages and road users as well as increased risk of accidents. site users would use local roads to ‘rat-run’ and avoid congestion on the main road network. The response on behalf of 5 Parish Council’s includes detailed suggestions for mitigation.

They say there have been numerous accidents, including at the junction of West Leake Lane and Gotham Road. The 5 Parish response suggests traffic lights as a solution, as well as the enforcement of existing HGV restrictions. There is a specific suggestion for the improvement of the access to Winking Hill Farm, to reduce the potential for accidents.

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The existing poor rural bus provision is highlighted as a particular concern, a full feasibility study is suggested as mitigation.

They say that Kingston Railway bridge has been hit on a number of occasions and a height monitor and warning device is suggested.

They say that the 30 mph speed limit is ignored along Kegworth Road, Ratcliffe and a warning sign is suggested.

It is stated that students from the University use the road from Kingston Bridge to the Parkway Station and that there is no footway. A new footway and cycleway is suggested.

There are a number of specific issues raised where they suggest consideration be given to some form of signage or use restrictions to avoid use by HGVs.

There is concern about use of the Kegworth Road junction with the A453 by ‘car cruisers’, with a request for a co-ordinated response to find a solution.

The use of the A453 corridor as the principal cycle route to the site is said to miss an opportunity for enhancement. Consideration of a cycle crossing of the Trent, as well as reserved cycle paths along West Leake Lane and Gotham Road are suggested.

7.2 Proposed response to comments

As identified in the Transport Assessment, the majority of traffic accessing the LDO Site will use the Strategic Road Network. It is recognised that mitigation works are required to the Strategic Road Network to increase capacity so that it can accommodate traffic and minimise any displacement of traffic onto local roads. The “Transport Note” issued separated to address comments by the Highway Authorities, identifies how the Promoter of the Ratcliffe site will need to work with other developers and the Highway Authorities to agree and implement a holistic transport solution which provides this additional highway capacity.

To address local concerns regarding vehicle speeds and highway safety, it is proposed that the LDO funds a traffic management study covering Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar including Kegworth Road, Gotham Road and West Leake Lane. The study should identify current issues with rat-running, speeding vehicles, HGVs, risk of collision with structures and poor visibility, and propose mitigation measures. Such measures could include additional signage, active illuminated warning signage, traffic lights, physical interventions (e.g. speed bumps or chicanes), enforcement cameras and minor junction improvements. The LDO should provide funding to the local Highway Authority to undertake the study and help implement its recommendations.

Improvements to pedestrian and cycle links is supported and the local highway authority is already looking at opportunities to improve the cycle network in this area, including the provision of new cycleways. The LDO includes a requirement for developers to make a contribution to help deliver cycle routes accessing the site (see LDO Appendix C, Table C). It is proposed that this requirement is expanded to include footway cycleway improvements to access the station.

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Following comments by the Highway Authorities, Condition 10 in the LDO is being amended to require a Public Transport Strategy to be submitted and approved by the Council prior to occupation off any new development (see below). The Public Transport Study will address the identify opportunities to improve bus services to local communities around the site, for example by integrating with the Demand Responsive Bus Service being trialled by Nottinghamshire County Council (see Section 8.5.2.1 of the Transport Assessment).

7.3 Proposed changes to LDO or related documents

An additional item shall be added to the “Schedule of Mitigation Requirements” (Appendix C of the LDO, Table C). The “Transport & Biodiversity Mitigation Strategy” shall include an extra bullet requirement as follows:

Contribution to a traffic management study for local roads around Ratcliffe-on-Soar, East and West Leake and Kingston-on-Soar (including Kegworth Road, Gotham Road and West Leake Lane) and implementation of proposed recommendations.

The final bullet point under “Transport Mitigation” in the Schedule of Mitigation Requirements (Table C, LDO Appendix C) shall be amended to the following:

Contribution to cycle and footway improvements for cycle and footway routes accessing the site and East Midlands Parkway station.

LDO Condition 10 is expanded to incorporate the requirement on the Promoter to submit a Public Transport Strategy for approval. The following paragraph is to be added into Condition 10:

Prior to any development within the Site being occupied or first brought into use, a Public Transport Strategy (PTS) must also be submitted to and approved in writing by the Council. The PTS must provide details of bus access and bus routes through the site, locations of bus stops, and set out arrangements for providing these services including frequencies, routes, phasing of delivery, funding, procurement and review arrangements.

8. HS2

2 statutory stakeholders, 1 Local Authority, 1 RBC Ward Member, 2 Parish Councils and 7 non-statutory expressed their preference for the effects of HS2 to be considered in more detail in the LDO. Concerns raised include the potential for increased traffic on surrounding roads (during construction and operation), and the integration of an East Midlands Parkway HS2 station with the Site.

8.1 Summary of comments

Respondents highlighted that the traffic impacts from HS2 should be considered with development of the Ratcliffe site and other major developments in the area (including other Freeport sites) and proposed that a transport feasibility study embracing HS2 be conducted. Respondents noted that the

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Transport Assessment did not include for HS2, and requested clarification on the assumptions around rail capacity, for example.

It was suggested that the LDO be extended to consider the wider needs of the local area. It was proposed that the combined effect of HS2, the redevelopment of the Power Station site and other development opportunities (including housing) on surrounding sites should be considered at a strategic planning level. It was recommended that these issues were considered in the LDO so that it did not prejudice future strategic planning decisions.

The LDO is perceived to not account for the impact of HS2 and has not sought to integrate the design for Ratcliffe-on-Soar development with the design of the HS2 station. It is suggested that the LDO has missed the opportunity to provide for a future HS2 East Midlands Hub station which could deliver significant strategic benefits in terms of connectivity and economic growth.

8.2 Proposed response to comments

HS2 is in the very early stages of its work to develop proposals for the East Midlands Parkway Station. HS2 is currently unable to confirm a train service pattern through East Midlands Parkway Station or to provide any details of how the existing station might be adapted to suit HS2 requirements. HS2 Ltd confirmed in its response to the LDO consultation that it has not begun external discussions regarding its plans, and therefore information about the timing, nature and form of the proposed HS2 interface is not available.

There may be a strong argument that the growth and development opportunities stimulated by HS2 should best be located within the city centres of Nottingham, Leicester and Derby. This approach would be promoted if HS2 trains passed through East Midlands and terminated in the existing city centre stations, for example. In such a scenario, there may be little development around East Midlands Parkway station.

Alternatively, there may be a push to create an “HS2 Growth Point” around East Midlands Parkway, building on its improved transport connectivity and adjacency to the Airport and Freeport developments. Such a scenario would be supported by the current Ratcliffe-on-Soar LDO. Plots E and J are located adjacent to the station and will likely be the focus for HS2 related development. The LDO permits a range of uses on these plots, including offices, education, R&D, energy, manufacturing as well as complementary uses – including small hotel, convenience retail and transport hub – that would fit with an HS2 orientated development. Furthermore, the LDO provides for an eastern access into the station and creates a protected corridor to allow for a possible extension of the Nottingham tram through the Ratcliffe site to stop at the station.

The spatial requirements to allow the station to grow to accommodate HS2 are unknown at this time. With HS2 services from Birmingham arriving from the west, the station could expand westwards. We understand that Network Rail own land on this side of the station, therefore it may be that parking and other station infrastructure may be located on the west side of the station rather than requiring these uses to be accommodated on the Ratcliffe site.

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Over the coming years, HS2 will develop its proposals and will be better placed to identify the impacts (if any) on the Ratcliffe site. It is expected that HS2 will work collaboratively with Rushcliffe Borough Council in developing its ideas and will seek to align with the LDO where possible. If changes to the LDO are required, then the Council has the power to amend the LDO through one of the regular review stages (see LDO Condition 1).

Responding to the comment about the extent of the LDO, it is highlighted that one of the key objectives of the LDO is to enable the development of the East Midlands Freeport and to meet Government's timetable for Freeports. In parallel, the Greater Nottinghamshire Strategic Plan (GNSP) is being developed to consider the wider planning needs. It is considered that the GNSP is the most appropriate mechanism to consider the impact of HS2 and any other development opportunities on surrounding sites.

8.3 Proposed changes to LDO or related documents

Condition 6 of the LDO has been amended to encourage developers at the Ratcliffe site to develop a holistic transport solution which can serve the needs of all known or committed development at that time, including HS2.

Additional and revised text has been incorporated into the Design Guide to emphasise that the development in Plots E and J should comprise a Campus style development with enhanced public realm (A10, LU3, SL6) and additional east-west routes and public realm in these plots has been incorporated in the Access and Circulation Parameters Plan.

No further changes to the LDO or related documents are proposed after reviewing comments made by stakeholders regarding the interface with HS2.

9. Connectivity and Public Rights of Way

Providing sustainable connections to and around the Site was an issue Mace and 3 other statutory stakeholders highlighted in detail. In addition, 4 Local Authorities, 1 RBC Ward Member (including a joint response from 3 Ward Members), 3 Parish Councils and 13 non-statutory stakeholders highlighted pedestrian/cycle connectivity and the Public Rights of Way as an area of concern.

9.1 Summary of comments

Comments were made highlighting a desire to enhance the connectivity of the public rights of way in and around the Site, especially to the south. Consultees perceived that the number of footpaths and cycleways were not sufficient to achieve connectivity (linking the Site to surrounding villages) or encourage commuters to use sustainable modes of transport.

The Ramblers Association (statutory stakeholder) suggested that there would be value in introducing a new footpath along the northern boundary of the Site, linking to the existing track.

Finally, comments ask for the Site to be better connected with the broader region through safe, high-quality, and sustainable means. Some propose direct pedestrian walkways from East Midlands

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Parkway Station to the Site's internal walking/ cycle network to encourage rail use rather than car dependency. Improving 'sense of place', site arrival and legibility are also noted by few.

9.2 Proposed response to comments

As shown on the Parameter Plans and detailed in the Design Guide, the LDO maintains the PROW connectivity across the site. The potential to accommodate localised diversions, if required, to align with the redevelopment proposals is indicated in the Access and Circulation Parameter Plan and Design Guide Principle T3 details design requirements.

The existing footpath network provides connectivity with the adjacent villages of Ratcliffe-on-Soar and Thrumpton, and the footway/cycleway alongside the A453 provides connectivity into Clifton and Nottingham. The LDO does not seek to amend the PROW network outside the boundary of the Site. Creating new footpaths will require agreement to be reached with neighbouring landowners and this is beyond the scope of the LDO.

The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter's control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.

The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network. The LDO also proposes an eastern entrance to East Midlands Parkway station to allow direct access between the Site and the station. Design Guide Parameters have been amended in response to suggestions from Mace to highlight the importance of providing good pedestrian permeability between the station and the Site.

9.3 Proposed changes to LDO or related documents

Minor amendments are proposed to the Access & Circulation Parameter Plan RBCLDO-ARUP-ZZ-XX-DR-A-0012 to include:

- *East-west pedestrian routes were added through Plots E & J to encourage permeability from the station to these plots.*
- *Arrival space at the station entrance has been highlighted. Other key nodes are shown, highlighting potential public spaces.*

Design Criteria SL6.2 is amended to set out the design criteria for these spaces:

- *SL6.2 – Design the entrance space from East Midlands Parkway station to be welcoming for pedestrians and cyclists. Routes between the station and the development should be clear and legible.*

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10. Site Uses and Alternative Uses

1 Statutory stakeholder (CPRE), a joint response from 3 Ward Members, a joint response from 5 Parish Councils and 7 non-statutory commented on the proposed uses for the Site.

10.1 Summary of comments

Some respondents noted that the rationale for logistics uses proposed for the Site, given proximity of East Midlands Intermodal Park, was not strong enough, especially on the Southern Area. One consultee proposed that warehouse development is restricted to ancillary manufacturing uses. Non-statutory stakeholders proposed range of alternative uses including:

- A waterpark or Centre Parcs type development
- Permanent site for travellers or refugees
- Health and sport uses such as a leisure centre, football club, hospital, etc.
- Camping site or travel services
- Restaurant or produce growing site
- Residential uses

10.2 Proposed response to comments

There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan¹ consultation and call for sites. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.

The alternative uses suggested by some non-statutory stakeholders are not aligned with the vision for the Site and would not fulfil the ambitions of Government's Freeport initiative or Local Policy ambition to create new, highly skilled employment opportunities.

10.3 Proposed changes to LDO or related documents

No changes to the LDO or related documents are required after reviewing comments made by stakeholders regarding the Southern Area.

¹ <https://www.gnplan.org.uk/media/3332950/growth-options-consultation-2020.pdf>

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11. EMERGE Centre

The EMERGE Centre was not highlighted as a concern by any statutory stakeholders. However, 1 Local Authority (Nottinghamshire County Council), 3 Parish Councils and 3 non-statutory stakeholders commented on its use as an incinerator.

11.1 Summary of comments

Respondents have commented that the EMERGE Centre, as an incineration plant, does not align with the green and clean energy vision for the redevelopment of this Site. In addition, some raise concerns about the carbon emissions created by burning waste may create. Others believe that an advanced recycling plant would be more beneficial to surrounding communities.

The potential increases in traffic generated by transporting material by road to and from the EMERGE Centre were also highlighted.

11.2 Proposed response to comments

The EMERGE Centre, which is officially classed as an R1 energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre has not been included in the LDO and does not form part of the LDO proposals.

As recognised in the Energy Strategy, the EMERGE Centre could generate electricity and district heating which could be supplied to other buildings on the Ratcliffe site. This would help the Site become more resilient for energy and help meet sustainability objectives.

The Transport Assessment has considered the impact of traffic generated by the EMERGE Centre as part of its assessment.

11.3 Proposed changes to LDO or related documents

Planning permission for the EMERGE Centre has already been granted by Nottinghamshire County Council. The EMERGE Centre does not form part of the LDO proposals and therefore no changes are required to the LDO.

12. Extending Power Generation and Energy Security

2 Local Authorities, 1 RBC Ward Member and 6 non-statutory stakeholders commented about the continued use of the existing Power Station. This theme reflects people's concerns for the country's energy security, given the current political context.

12.1 Summary of comments

Concerns were expressed about a possible delay to the proposed closure of the existing Power Station. Some felt the Power Station should remain operational for longer to assist with addressing the current energy crisis, but others stressed the importance of ensuring that burning of fossil fuels does not continue past the closure date currently agreed.

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Consultees require clarification as to whether the planned date of closure for the Power Station may change in light of energy resourcing. Some noted that media reports had suggested the Power Station would close later than scheduled due to the current uncertain energy supplies the country has been experiencing.

Some suggested the LDO be put on hold until uncertainty surrounding energy security has been resolved. Others suggest issues around energy security and resilience should be covered within the Energy Strategy.

Some fear that if the operation of the Power Station is extended, the Southern Area could be developed whilst the Power Station continues to burn fossil fuel. There is concern that, under this scenario, the vision for the decommissioning and demolition of the Power Station to enable new development tied into green energy will never be achieved.

12.2 Proposed response to comments

As part of UK government's strategy to phase out power generation from coal, the Ratcliffe Power Station will close at the end of September 2024.

To achieve this, Uniper (the Power Station Operator) was planning to decommission one of the four power units at the station in September 2022, with the remaining three units closing in September 2024. Nevertheless, to support the Government in bolstering the UK's security of supply throughout the winter, the Government has agreed with Uniper that the unit will now continue to be available until 31 March 2023.² Uniper is also reviewing the potential for operation after this time and is planning to make the unit available until the September 2024 coal phase-out date.

Therefore, it remains Government policy, and the intention of Uniper, that the Power Station will close in full at the end of September 2024. As such, the phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.

12.3 Proposed changes to LDO or related documents

No changes to the LDO or related documents are considered necessary after reviewing comments made by stakeholders regarding the future of the Power Station and Energy Security.

13. Minerals and Waste

Nottinghamshire County Council (NCC), in its role as Minerals and Waste Planning Authority, commented on the Winking Hill ash disposal site.

² <https://www.uniper.energy/news/uniper-reaches-agreement-to-support-the-government-in-bolstering-the-uks-security-of-supply-this-winter>

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13.1 Summary of comments

NCC highlights that the majority of the southern area of the Site comprises the Winking Hill ash disposal site. NCC highlights that the ash is no longer regarded as a waste product but is recognised within the NPPF as a valuable, low-carbon resource, which can be used as a substitute for primary minerals used in the construction industry.

Whilst the ash is currently being extracted, NCC is concerned that, if development on this part of the site takes place before it can all be extracted, its use as fill for the development would not represent best and most sustainable use for this resource. Accordingly, NCC has requested that RBC impose a condition requiring a strategy be produced for approval, detailing how the best and most sustainable use is to be made of the ash.

NCC also refers to existing conditions relating to the ash disposal site, requiring it to be restored. NCC states that a condition should be imposed such that, if the development permitted under the LDO does not take place in accordance with indicative timescales in the Environmental Statement, the site should be restored as set out in the extant permission or in accordance with an interim restoration scheme.

Finally, NCC refers to the EMERGE Centre and the potential to develop a local heat network fed by the facility. The planning permission for the EMERGE Centre includes a condition requiring the developer to safeguard land in the site to enable a supply of heat to be installed to the boundary and to review the potential to utilise the heat on a rolling 3-year review. NCC suggests that the LDO includes a condition requiring preparation of a scheme to support delivery of essential infrastructure to utilise heat and energy (e.g. district heating) from the EMERGE Centre.

13.2 Proposed response to comments

A meeting has been held with NCC and Uniper to understand NCC's comments and to review Uniper's current activity to reuse ash waste. It is highlighted that Uniper is actively excavating and selling ash into the construction industry, although demand can fluctuate in response to market conditions.

National planning guidance recognises fly ash as a nationally important mineral resource and therefore it is appropriate that the LDO requires that a Strategy is produced to demonstrate that any development is undertaken in a way that utilises as much of this resource as is reasonably practicable and viable, in the best and most sustainable manner. It is anticipated that this will include development platforms and associated road infrastructure for continued export from the site, as well as using the ash in combination with or substitution to cementitious material (where applicable) in the construction operations. Some ash may also be preserved as a resource within areas not developed. It is recognised that some of the ash, due to its composition, will not be suitable for sale or reuse. Additionally, it is recognised that some of the ash has intermixed with the natural subsoil (for example at the bottom of the landfill) and this material is of unsuitable quality for the construction industry.

With regard to the restoration condition, it is not considered that an additional condition is required as the LDO does not supersede any extant permission and so the existing conditions would remain

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as enforceable in the event that the LDO permission is not implemented in the short term. It is acknowledged that NCC may wish to see an interim restoration scheme come forward should development not occur for some time; however, the Southern Area is in Phase 1 of the scheme and therefore this situation may not arise. Furthermore, it is also highlighted that RBC will review the LDO at regular intervals (see Condition 1 of the LDO) and has the ability to address this issue at a later date should the unrestored site be causing problems.

The potential to develop on-site heat and energy networks is in accordance with the vision for the site and is supported within the Energy Strategy. However, it is noted that the EMERGE Centre is regulated under a separate consent and does not form part of the LDO. Therefore, the LDO should not be tied to the delivery of the EMERGE Centre as this scheme has not yet been implemented and so it should not be linked to a future event outside of the LDO. It is also noted that condition 26 on the EMERGE Centre consent places requirements on the developer to supply residual heat to the boundary of the development and therefore mechanisms are in place to achieve the objectives of NCC without the need for an additional condition in the LDO.

13.3 Proposed changes to LDO or related documents

It is proposed that an additional condition is included within the LDO to require submission of a Fly-Ash Strategy as follows:

Prior or in parallel to the first submission of a Certificate of Compliance application on land to the south of the A453 (including earthworks) a strategy for future utilisation of the remaining fly ash resource (PFA/FBA) shall be submitted for the prior approval of the Council. The strategy shall detail how the best and most sustainable use is to be made of the fly ash mineral resource to avoid sterilisation, where reasonably practicable and commercially viable. The approved Fly Ash Strategy must be updated and submitted with each Certificate of Compliance Application on the land to the south of the A453, to demonstrate that the Strategy is being delivered and/or to reflect a material change in circumstances.

The development shall be implemented in accordance with the approved details.

14. Decision Making Process

1 statutory stakeholder (CPRE), 5 parish councils (a joint response) and 1 RBC Ward Member response (a joint response from 3 Ward Members from the Leake Ward) shared concerns about the decision-making process for the LDO, specifically the role this consultation holds within the LDO process. In addition, comments were made at the public exhibitions regarding the delegation of powers for issuing Certificates of Compliance.

14.1 Summary of comments

It is considered by CPRE that applications for Certificates of Compliance should be subject to public comments in the same way as planning applications because they are similar in so far as they

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aim to show compliance with an existing planning policy framework (whether a Local Plan or an LDO).

Ward Members from Leake Ward have expressed a view that decision-making on detailed developments and Certificates of Compliance should be taken by elected Councillors in certain circumstances, so that any contentious applications have the benefit of full public representation.

The joint response from Gotham Parish Council, Barton in Fabis Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Meeting, and Thrumpton Parish Meeting) argues that, given the huge significance of these proposals to their communities, there should be an element of democratic involvement in, and accountability to, this process. They recommend that the Council's constitution should be amended to provide a new model for handling compliance certificate applications which is both accountable and expeditious. For example: either Officer(s) and/or Ward Member(s) can 'call in' to a LDO Certificate of Compliance Panel made up of (say) three Members of the Planning or newly convened sub-committee (like licensing panel hearings). This would sit outside the planning committee to allow for hearings at haste.

The five parishes also consider the proposed LDO review periods set out by RBC to be weak – especially considering how much development is likely to come forward in the early life of the order. Not reviewing until the 5-year anniversary would be too late to rectify any errors or omissions. They suggest 1, 3, 5, 7, 10, 15, 20, 25-year intervals.

14.2 Proposed response to comments

Government is wanting to streamline the planning process and has published guidelines recommending that LDOs are used for Freeport Areas. The Ratcliffe-on-Soar LDO has been developed in accordance with the Planning Advisory Service (PAS) guidance and with reference to other adopted LDOs (e.g. Gravity Park, south of Bristol).

The Ratcliffe-on-Soar LDO documents include Parameter Plans and a Design Guide which dictate the limits within which individual development proposals come forward. "Characteristics of Acceptable Uses" and "Examples of Acceptable Uses" have also been set out in the Design Guide to refine the standard planning classes and give further control over the type of development which will come forward on the Site. The Environmental Statement, Transport Assessment and other LDO documents also identify other mitigation measures which will need to be incorporated in the detailed proposals. These requirements have been captured in LDO conditions and the Certificate of Compliance Application Form and Checklist (Appendix B of the LDO).

The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council's constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.

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It is highlighted that Condition 1 of the LDO establishes a formal review procedure at the 3rd anniversary of adoption of the LDO and at 5 yearly intervals thereafter, which is considered an appropriate balance between giving investors certainty and continuity and the need to re-evaluate the LDO. RBC has the power to amend the LDO procedures at these review points (and at any point in-between if deemed necessary), should they not be delivering the proposed vision for the Site.

14.3 Proposed changes to LDO or related documents

No changes are proposed to the decision-making process set out in the LDO. However, determination and delegation procedure will follow the process as set out in the Council's constitution. This procedure is yet to be finalised but, once it is, it will be established through changes to the Council's constitution, not through changes to the LDO directly.

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**Appendix 10: Statement of Community Involvement
Second Addendum (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



STATEMENT OF COMMUNITY INVOLVEMENT SECOND ADDENDUM

July 2023



Rushcliffe Borough Council

Redevelopment of the Ratcliffe-on-Soar Power Station Site

December 2022 – January 2023
Addendum Statement of Community
Involvement

Reference: RBCLDO-ARUP-ZZ-XX-RP-YP-0007

July 2023

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 a Statement of Community Involvement Addendum, prepared following a further draft Local Development Order (LDO) consultation that ran for 6 weeks from Thursday 15th December 2022 until Thursday 19th January 2023. This additional addendum report documents the outcome of the third round of engagement with a wide range of stakeholders via consultation undertaken by Rushcliffe Borough Council, in its role as Local Planning Authority (LPA), in respect of a number of new and revised documents prepared following the initial statutory consultation. The feedback received has been reviewed and used to inform the final draft LDO which will be considered for adoption by the Council.

This Statement of Community Involvement Addendum should be read in conjunction with the original Statement of Community Involvement Report (RBCLDO-ARUP-ZZ-XX-RP-YP-0001) and the first addendum report (RBCLDO-ARUP-ZZ-XX-RP-YP-0006), which document the previous two rounds of consultation undertaken from November 2021 to January 2022 and July 2022 to September 2022.

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Abbreviations

Abbreviation	Meaning
BNG	Biodiversity Net Gain
CoCP	Code of Construction Practice
CPRE	Campaign to Protect Rural England
CTSA	Counter Terrorist Security Advisors
D2N2	The Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham, Nottinghamshire
EA	Environment Agency
EIA	Environmental Impact Assessment
EMDC	East Midlands Development Company
EMERGE Centre	East Midlands Energy Re-Generation Centre
EV	Electric Vehicle
FRA	Flood Risk Assessment
GNSP	Greater Nottingham Strategic Plan
HE	Historic England
HLM	Hallam Land Management
HMA	Housing Market Area
HS2	High Speed Two
LDO	Local Development Order
LHA	Local Highway Authority
LPA	Local Planning Authority
MP	Member of Parliament
NATS	NATS Holdings Limited
NCC	Nottinghamshire County Council
NET	Nottingham Express Transit
NH	National Highways
NPPF	National Planning Policy Framework
NWLDC	North West Leicestershire District Council
PAS	Planning Advisory Service
PSTP	Plot Specific Travel Plan
PSTS	Plot Specific Transport Statement
PTS	Public Transport Strategy

PV	Photovoltaics
RBC	Rushcliffe Borough Council
SCI	Statement of Community Involvement
SRN	Strategic Road Network
STS	Sustainable Transport Strategy
VSC	Very Special Circumstances

1. Introduction

1.1 Purpose

This Statement of Community Involvement (SCI) addendum report has been prepared by Ove Arup & Partners Ltd ('Arup') in support of the draft Local Development Order (LDO) prepared by Rushcliffe Borough Council (the Council) as Promoter of the LDO.

Following review of the representations made in the first round of statutory consultation, a number of amendments have been made to the formal draft LDO documents. These amendments have been made in order to address feedback and concerns that were raised during the initial consultation phase. In addition, an addendum was produced to the Environmental Impact Assessment as well as supplementary environmental information in respect of demolition activity. The Council as the promoter considered it important to gather further feedback on these changes in order to ensure that the LDO and its supporting documents had responded appropriately to the needs and concerns of stakeholders and the community or whether further changes are required. Additionally, particularly in the case of the EIA addenda, re-consultation ensures that the LDO complies with relevant statutory requirements.

The draft LDO and Statement of Reasons and its supporting documents were formally submitted for re-consultation on Thursday 15th December 2022, and since then the Council has continued to engage with members of the public, local stakeholders and statutory consultees in its role as Local Planning Authority (LPA), including the formal consultation required as part of the formal adoption procedures.

The purpose of this SCI Addendum is to provide an update on the continued engagement that the Council has undertaken, whilst also setting out how this engagement has directly influenced the changes sought as part of the revised/amended LDO and supporting documents. This SCI Addendum should be read in conjunction with the original Statement of Community Involvement Report (RBCLDO-ARUP-ZZ-XX-RP-YP-0001) and the first addendum report (RBCLDO-ARUP-ZZ-XX-RP-YP-0006), which document the previous two rounds of consultation undertaken from November 2021 to January 2022 and July 2022 to September 2022.

1.2 Statutory consultation

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 Design Guide, have been 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.

The consultation methods used for this statutory consultation have aimed to involve as many people and stakeholders as possible through a variety of ways that are accessible and appropriate, as detailed in the following section.

2. Methods of Engagement

2.1 Publicity

To fulfil the statutory requirements and raise awareness of the Proposed Development for the statutory consultation, a range of communication methods were used, including:

- A planning application type case was established on the Council’s Planning Portal (Ref: 22/01339/LDO), which included the LDO, Statement of Reasons, and all supporting documents. Consultees could view and comment on the application via the Planning Portal system;
- A consultation letter to local residents and businesses around the Ratcliffe-on-Soar site;
- Email notification to a stakeholder distribution list;
- Notification on the Council’s website, including the newsroom and planning policy pages;
- Press release to local and regional media outlets;
- Display of Site Notices; and
- Notification of tenants.

2.2 List of consultees

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

Table 1 – List of consultees

Category	Stakeholder
Local Authorities	Rushcliffe Borough Council (RBC)
	Nottinghamshire County Council (as Planning Authority and Highway Authority)
	Derbyshire County Council (Development Management; Waste and Minerals; Planning Policy, Highways)
	Derby City Council (Development Control; Planning Policy; Countryside Access)
	Leicestershire County Council (Planning; Planning Control; Policy; Highways)
	Nottingham City Council (Local Plans)
	South Derbyshire District Council (Planning; Planning Policy)
	Erewash Borough Council (Planning; Planning Policy)
	North West Leicestershire District Council (Development Control; Planning Policy)
	Charnwood Borough Council (Local Plans)
Technical stakeholders, key stakeholders, and statutory consultees	National Highways
	Network Rail
	HS2 Ltd
	RBC Planning Contributions Officer
	Environment Agency
	Environmental Health
	The British Horse Society

	East Midlands Airport
	NATS
	PEDALS
	Canal and River Trust
	Rushcliffe Nature Conservation Strategy Implement
	National Farmers Union
	Historic England
	Office of Rail Regulation
	Coal Authority
	Sport England
	Homes England
	Natural England
	Nottinghamshire Wildlife Trust
	Wildlife Trust
	Woodland Trust
	Campaign to Protect Rural England (CPRE)
	Garden Historic Society
	Inland Waterways
	Ramblers Association
	Public Health England
	Health and Safety Executive
	NHS
	NHS Nottingham West CCG
	EON Energy
	Western Power Distribution
	Nottinghamshire County Council (Lead Local Flood Authority)
	Nottinghamshire County Council Rights of Way
	National Grid
	East Midlands Development Company
	East Midlands Freeport
	NET Trams
	Age UK Nottingham & Nottinghamshire
	Disability Nottinghamshire
	Federation of Small Businesses East Midlands
	Rushcliffe Business Partnership
	East Midlands Chamber of Commerce

	Cadent Gas
	Cadent Gas Plant Protection
	Regen New Developments (Electricity)
	British Telecom Local Business East Midlands
	Mobile UK (Telecommunications)
	Severn Trent (Chris Bramley)
	Severn Trent Water (Growth Development; Network Development East)
	Civil Aviation Authority
	East Midlands Development Company (EMDC)
	D2N2 Local Enterprise Partnership
	Ruth Edwards MP
Rushcliffe Borough Council Ward Members	Cllr R Walker
	Cllr J Walker
	Cllr M Gaunt
	Cllr G Dickman
	Cllr C Thomas
	Cllr K Shaw
	Cllr L Way
	Cllr R Adair
	Cllr M Barney
Parish Councils	Ratcliffe on Soar Parish Council
	Barton in Fabis Parish Council
	East Leake Parish Council
	Kingston on Soar Parish Council
	Sawley Parish Council
	Lockington and Hemington Parish Council
	Gotham Parish Council
	Stanford-on-Sour Parish Council
	Thrumpton Parish Council
	West Leake Parish Council
	Sutton Bonington Parish Council
	Ruddington Parish Council
	Rempstone Parish Council
	Bunny Parish Council

	Normanton-on-Soar Parish Council
	Costock Parish Council
	Kegworth Parish Council
Neighbouring Landowners	Winking Hill Farm
	Hallam Land Management (response from Pegasus Group on their behalf)
	Redhill Marina (Mather Jamie on their behalf)

2.3 Public consultation

2.3.1 Planning Portal website

The Council continued to use its LDO application case via their Planning Portal (22/01339/LDO).¹ This acted as the central source for consultees and interested parties to view and comment on the revised draft LDO documents. Consultees still had the option to email or post their comments to the Council directly; these emails and letters were scanned and uploaded on the Planning Portal website.

As of 5th February 2023 (16 days after the consultation period closed), the response rate by consultees from the Planning Portal website was:

Table 2 – Number of responses received by consultees

Type of Stakeholder	Number of Comments Received
Statutory Stakeholders	17
Local Authorities	8
RBC Ward Members	2
Parish Council	7
Neighbouring Landowners and Adjoining Stakeholders	5
Non-Statutory Stakeholders	40
Total	79

¹ <https://planningon-line.rushcliffe.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=REUKMZNL0CB00>

3. Consultation feedback and response

3.1 Statutory consultation responses

A total of 79 comments were received from 83 stakeholders via RBC’s Planning Portal. The comments have been categorised into Local Authorities, RBC Ward Members, Parish Councils and technical, key or other statutory stakeholders and summarised in Tables 3 to 7, along with responses to the feedback received on the Draft LDO.

Table 3 – Responses to feedback received from technical stakeholders, key stakeholders, and other statutory consultees

Stakeholder	Summary	Response
National Highways	<p><u>19th January 2023 Response</u></p> <p>Trip Generation:</p> <p>The increase in trips on the strategic road network (SRN) during peak times in Phases 1 and 2, set out in “Response to Comments by National Highways”, is described as being ‘insignificant’ but no traffic modelling of this scenario has been undertaken and the impact of this scale of development has not been tested. It is not known if the residual cumulative impacts are severe or impacts upon highway safety are unacceptable and further assessment is required (for passenger car units).</p> <p>Vehicle movements outside peak hours (inter-peak) are also a concern as this impact has not been tested and the residual cumulative impacts are not known.</p> <p>A comparison with baseline flows for the M1 motorway does not appear to have been made, and the impact of this ‘inter-peak’ period on M1 Junction 24 is of greater concern as this is a sensitive junction of national importance as an international gateway. Assessments for other junctions on the SRN are also likely to be required too (as set out in previous consultation response).</p> <p>Site Travel Plan:</p> <p>Questions the effectiveness and enforceability of the Travel Plan and suggest an Operational Management Plan be used to restrict travel at peak periods. Condition 14 should be amended to reflect this.</p> <p>Sustainable Travel:</p> <p>It is reiterated the need for a clear sustainable transport package to facilitate the high level of rail use predicted.</p> <p>Delivery of Mitigation:</p> <p>Page 5 of the “Response to Comments by National Highways” should be amended as it is too early to conclude which organisations would deliver and fund the necessary highways mitigation (as evaluation of the impact on SRN is required before this).</p> <p>It is assumed that the Promoter will mitigate its own impact where capacity enhancements are required, delivered by the Promoter via a Section 278 Agreement with National Highways as the highway authority for the SRN.</p> <p>Boundary Matters:</p> <p>It is recommended that a condition similar to Condition 12 (for Aerodrome Safeguarding Certificate of Compliance requirement) is added to require a Highways Safeguarding Report.</p>	<p>In response to the January comments, further engagement has been carried out with National Highways (NH) to discuss amendments, in particular to the wording of Condition 6 of the LDO.</p> <p>A note, dated 27th January 2023, was issued to NH and Local Highways Authorities regarding a revised approach to the phasing of development. This note is included as Appendix A1.</p> <p>NH’s response dated 6th April 2023 (Appendix A2) expresses its support for the LDO and includes recommendations for revisions to conditions, which are largely accepted. A further response to these conditions has been made in a further Note dated 5th May (Appendix A3).</p> <p>Through this dialogue, a pragmatic approach has been taken which will enable development to commence, subject to conditions that will control delivery and manage the potential impact on the highway network.</p> <p>As agreed by NH, Condition 6 would now permit a quantum of development or number of associated trips, equivalent to the current levels generated by the power station, to take place without further modelling work. A second and third tranche of development can then only be brought forward following traffic modelling to assess impacts on Junction 24 of the M1 and the wider network; and it has also been agreed by the Council that traffic levels would not result in an unacceptable safety impact or severe impacts on the operation of the highway. In the case of the third tranche, the condition anticipates the need for holistic mitigation schemes to be designed and arrangements put in place for their delivery prior to further development proceeding.</p> <p>As drafted by NH, the condition could be interpreted as including trips generated by construction and demolition activity; this is not considered appropriate, due to the temporary and variable levels of such traffic and because construction impacts will be considered under Condition 7. It is therefore proposed to replace the word ‘total’ with ‘operational’.</p>

Stakeholder	Summary	Response
	<p>Summary:</p> <p>It is recommended that further assessment is undertaken in a staged approach, scoped out and agreed with NH and Local Highway Authorities.</p> <p><u>6th April 2023 Response</u></p> <p>National Highways refers to the further constructive engagement with the Site Promoters (RBC and Uniper as landowner) and characterises their response as a pragmatic position which supports the LDO, whilst safeguarding their network via suitably worded conditions.</p> <p>In respect of Condition 6, National Highways supports the latest approach, enabling a smaller proportion of the LDO Site to be brought forward without further modelling. Some minor changes to the wording of the condition are proposed.</p> <p>In respect of Condition 10, National Highways proposes that a requirement for a Sustainable Transport Strategy, including walking and cycling, is substituted for the Public Transport Strategy and that this includes a specific target of 14% for rail travel to the Site. National Highways also requests that a Plot Specific Transport Statement is submitted with each application for a Certificate of Compliance.</p> <p>A new condition is proposed to require a Highways Safeguarding Plan, which would consider and mitigate any physical impacts from the development on the strategic road network.</p> <p>Finally, National Highways proposes amendments to Condition 7, requiring a Construction Code of Practice, making it explicit that this should include a Construction Traffic Management Plan, identifying and mitigating the likely impact of construction traffic.</p> <p><u>25th May 2023 Response</u></p> <p>In response to representations made in an Arup Transport Note dated 5th May, National Highways has agreed, subject to minor wording amendments, to the suggested changes to the of conditions, including the change in wording in Condition 6 from ‘total’ to ‘operational’ trips; and also changes to Condition 10, including omitting the requirements for a 14% target for rail travel and for a plot specific Transport Statement.</p>	<p>Condition 7 of the LDO seeks to control the construction impacts of the development by requiring developers to submit a Code of Construction Practice (CoCP) for approval by the Local Planning Authority. NH’s proposal, set out in its 6th April response (Appendix A2), is that the CoCP should include a Construction Traffic Management Plan. This is accepted and helps clarify the relationship between this condition and Condition 6.</p> <p>It is considered that the Travel Plan requirements are sufficiently robust and enforceable as drafted. This includes the requirement for both a Site Wide Travel Plan and a Plot Specific Travel Plan (PSTP) for each individual development, including the requirement to monitor actual trips and working patterns. Failure to adhere to the Travel Plan or exceedance of the trip limits set out in Condition 6 would enable the Council to take enforcement action as in any planning condition and to refuse any subsequent applications for Certificates of Compliance.</p> <p>Following the Summer 2022 consultation, and in response to feedback from the LHAs, LDO Condition 10 was also revised to require the submission of a Public Transport Strategy (PTS). This strategy was to include details of bus and rail integration with the Site. NH’s proposal, to expand the remit of the PTS to include “walking, wheeling and cycling infrastructure” and rename it to a “Sustainable Transport Strategy” (STS), is accepted.</p> <p>NH proposes that the STS sets out what measures will be delivered and when. It is considered that Condition 5, requiring a Transport and Biodiversity Mitigation Strategy, already meets this requirement. Similarly, NH’s request to single out a specific target of 14% for rail travel is not required to achieve an appropriately mixed sustainable transport solution tailored to suit the operational requirements of occupiers. It would also be difficult for the LPA to enforce a target specifically for rail travel.</p> <p>NH also suggests a Plot Specific Transport Statement (PSTS) should be provided. However, with the PSTP providing details of sustainable transport measures and trip generation, and the Transport and Biodiversity Mitigation Strategy setting out delivery of transport mitigation, it is not considered that a PSTS would be necessary.</p> <p>NH’s comments regarding the Promoter being responsible for the design, delivery and funding of mitigation are acknowledged. The holistic transport solution for this area is likely to involve collaboration between a number of different Promoters working together with NH. A bespoke arrangement is</p>

Stakeholder	Summary	Response
		<p>likely to be required to coordinate the efforts of these parties.</p> <p>The requirement for a safeguarding report for the Public Highway is included as an item in the checklist for a Certificate of Compliance, but NH has requested a new condition to reinforce this requirement. This is accepted and a new condition has been included in the LDO.</p> <p>In its 25th May 2023 response (Appendix A4), NH has confirmed that, subject to some minor wording changes, it is content with the final drafting of the four conditions and no further response is required.</p>
NATS Safeguarding	NATS anticipate no impact from the proposal and has no comments to make on the LDO.	Comment noted, no response required.
The Coal Authority	The site lies off the coalfield. Previous comments (dated 27 th July 2022) made by The Coal Authority remain valid and relevant to the decision-making process.	Comment noted, no response required.
Sport England	Do not wish to amend or alter initial response dated 15 th August 2022.	Comment noted, no response required.
RBC Environmental Sustainability Officer	Satisfied that the proposed revisions appear to be appropriate and have no further comments to make.	Comment noted, no response required.
Canal and River Trust	No further comment to make.	Comment noted, no response required.
Natural England	No other comments to make further to previous response on 23 th August 2022.	No response required.
Nottinghamshire Wildlife Trust	<p>Nottinghamshire Wildlife Trust would like to see an ambitious 20% Biodiversity Net Gain, if viable to create an exemplar development.</p> <p>The following proposed amendments to the design guide are welcomed:</p> <ul style="list-style-type: none"> • Corrections to the map to show existing biodiversity areas. • Amendment to encourage use of green roofs. However, would prefer to see a commitment to a proportion of buildings featuring green roofs or enhancements, as there is a risk all buildings will be deemed unable to support green roofs/ecological features. • Greater emphasis on biodiversity and habitat connectivity. However, would prefer to see a commitment for sustainable drainage systems and permeable paving rather than stating “where possible”. • EIA Demolition Appraisal. 	<p>The Design Guide is deemed to have set high standards for design, landscaping, and Biodiversity Net Gain (BNG). Although there is currently no mandatory requirement for BNG, the LDO has set a minimum of 10% net gain, which exceeds current local policy and prepares for future legislation such as the Environment Bill.</p> <p>Firm commitments to specific measures are not practicable, given there is scope for a wide range of development requirements on individual plots and, in the case of green roofs, the addition of solar photovoltaics (PV) may be an appropriate alternative. It will be for the Council to assess, in each case, whether the case for measures not being delivered is sound.</p>
East Midlands Airport	East Midlands Airport is content with the inclusion of Condition 12 in relation to the safeguarding of aircraft operations at the airport and has no further comments to make.	Comment noted, no response required.
Nottinghamshire Police Designing Out Crime Officer	Additional queries have been raised regarding security measures, primarily around the retained substations, by Counter Terrorist Security Advisors (CTSA). This includes:	In the absence of detailed development proposals, it is not possible to categorically answer the CTSA’s queries, but the substations will remain a separate and self-

Stakeholder	Summary	Response
	<ul style="list-style-type: none"> Asking whether site security measures and glazing in/around public spaces will be retained. Stating that hostile vehicle mitigation would need to be installed in public areas, lighting should provide appropriate coverage. Advises that policies for vehicles entering site is put in place. <p>CTSA request further progressions to the LDO are consulted with them. Their main concerns surround the existing high security substations as part of the National Grid and proposed road that would run between the two substations.</p>	<p>contained part of the Site and it is envisaged that appropriate security fencing and other measures will be in place prior to LDO development taking place. The requirement to take account of the CTSA's recommendations and for consultation with them in respect of applications for Certificates of Compliance are noted and will be incorporated into the LDO and Design Guide Principle A11.</p> <p>CTSA will be consulted regarding any other changes to the LDO.</p>
Environment Agency	<p>The Environment Agency (EA) is satisfied with the included 'unidentified contamination' conditions, which offer the required safeguards to the development, and the inclusion of other suggested conditions. Pleased with the inclusion of conditions relating to foul drainage, an operational management plan and contamination and reference to the need for a variation to the abstraction licence.</p> <p>Strongly recommend that substantial consideration is given to maximising opportunities for delivering BNG on site as there is an opportunity to create an exemplar site.</p> <p>The EA welcomes the inclusion of a fish pass as part of the environmental mitigation required for BNG. It is noted that the proposed fish pass may require a flood risk activity permit under The Environmental Permitting (England and Wales) Regulations 2016.</p> <p>Environmental permits advice is set out and the applicant should not assume that a permit will automatically be forthcoming.</p> <p>Comments on flood risk and regulated industry from the last round of consultation are still valid.</p>	<p>The LDO and Design Guide have set high standards for design, landscaping, and BNG. Although there is currently no mandatory requirement for BNG, the LDO has set a minimum of 10% net gain, which exceeds current local policy and prepares for future legislation such as the Environment Bill.</p> <p>The fish pass is one specific potential measure that could be provided as part of the environmental gains required, as discussed in Section 3.3 of the LDO. Its potential implementation would be subject to design and costing considerations and gaining planning permission and any other statutory approvals.</p> <p>Section 2.6 of the LDO highlights the need for potential developers to liaise with the EA and other statutory bodies to ensure that the correct permits and licences are obtained.</p>
Historic England	<p>Historic England (HE) does not object to the Local Development Order for the Ratcliffe on Soar Power Station Site.</p> <p>HE welcomes the proposed iterative approach in respect of archaeological matters and confirm previous contact with the organisation as set out in the submitted report.</p> <p>HE refers the consultants to their expertise in archaeological and historic buildings and advice, to address the setting impacts of the redevelopment on heritage assets in subsequent detail applications.</p>	No response required.
HS2 Ltd	<p>HS2 is supportive of setting up a working group to develop a holistic approach to transport improvements and is willing to be involved.</p> <p>In the SCI addendum, Section 3.1 conflates the issue of impact of demolition with traffic and transport and these are separate issues.</p> <p>Unclear whether HS2 has been considered as a permitted development in the EIA cumulative assessment.</p> <p>HS2 would welcome ongoing consultation as part of the planning process, given potential for timing of HS2 works to coincide with demolition of the power station.</p>	<p>HS2's support for and willingness to be involved in developing a holistic solution to transport and highway issues is welcomed.</p> <p>It is accepted that HS2's transport and demolition concerns are separate matters and the relevant section of the first SCI addendum will be amended accordingly.</p> <p>HS2 has been included as a committed development in the cumulative assessment in the EIA (Cumulative Assessment Volume 2, Chapter 19, Section 19.3.4.).</p>
RBC Emergency Planning Officer	No further comments to make.	No response required.

Stakeholder	Summary	Response
RBC Conservation Officer	No further comments to make.	No response required.
Severn Trent Water (Water Design)	No comment. Without specific information, the team cannot provide a firm offer on the works required. This detail will come once the development comes forward.	No response required.
Ruth Edwards MP	<p>Supportive of this Freeport development and the aims of the Ratcliffe on Soar site as a development that will drive economic growth and form a key part in delivery of the Net Zero by 2050 target and the Governments Energy Security Strategy.</p> <p>Development:</p> <p>Welcomes the commitment to achieve a biodiversity net gain of 10% following the completion of the development and is pleased to see the revised LDO contains increased measures to limit any impact to the land south of the A453 on neighbouring villages.</p> <p>Further welcomes revisions to the LDO specifying that the Southern Area of the site is limited specifically to low carbon energy production and storage, or manufacturing uses for delivering Net Zero. It is suggested that this part of the site (south of the A453) should only be developed to help achieve the transition to Net Zero. Additionally, each new building should incorporate solar panels to help further the green energy production aims of the site.</p> <p>Traffic:</p> <p>Supportive of the transport related revisions to the LDO. Especially welcomes the traffic management study for local roads but notes that it should also include provision to assess the impact of traffic outside local schools.</p> <p>Pleased that a public transport strategy has been incorporated into the revisions of the LDO to maximise the amount of people travelling to the site via bus or train and thus reducing the number of cars on the road. It is suggested that the transport management study's scope be expanded to include active travel such as cycle or walking routes to or from the site and look at feasibility of extending tram links to the site.</p>	<p>The local MP's support for the LDO is welcomed.</p> <p>Development:</p> <p>Broadly in alignment with the MP's comments, Design Guide Principle LU6 requires that development in the Southern Area must demonstrate compliance with the first two characteristics of acceptable uses, these being production of or use of technology to deliver the net-zero transition and low-carbon or green energy uses.</p> <p>Design Guide criteria A3 was revised to require roof space of individual buildings to be utilised for solar and/or biodiversity purposes, unless it can be shown why this cannot be achieved. It is considered that this criterion strikes an appropriate balance between encouraging installation of either green roofs or solar PV as a default position, whilst providing for exceptions where this is not possible.</p> <p>Traffic:</p> <p>Under the provisions of the LDO a traffic management study will be funded for affected areas, including Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane. The scope of this study will be defined by the LPA in consultation with the Local Highway Authority(ies).</p> <p>The Transport Assessment, Site Wide Travel Plan Framework and the Transport Note describe a package of measures proposed to improve public transport connectivity, including rail, and to encourage cycling and walking.</p> <p>These measures include provision of a shuttle bus linking the individual plots to the railway station and interchange points with public bus services; working with bus operators to improve services to the Site; creating a direct access from the east side of East Midlands Parkway to the Site; support for cycleway improvement, employing a Travel Plan coordinator to promote sustainable travel; and employee incentives to use public transport.</p> <p>Condition 10 also requires developers to provide a Sustainable Transport Strategy. Following the comments received from National Highways, the scope of this strategy has been widened to incorporate walking and cycling as well as public transport.</p>

Stakeholder	Summary	Response
		The potential for extension of the NET tram service beyond the Clifton Park and Ride site is a decision for others. The Skylink Express which stops at Clifton South Park and Ride would provide a connection between the NET tram and the Site. The Site shuttle bus would also connect with the Park and Ride Site. However, the Site will have a reserved land corridor for the NET tram to pass through the Site, should an extension to East Midlands Parkway or the airport be proposed in the future.

Table 4 – Responses to representatives received from Local Authorities

Stakeholder	Summary	Response
Derbyshire County Council Planning Policy	<p>Welcome the changes but raise some issues:</p> <ul style="list-style-type: none"> Any amended bus service should be in place prior to or upon the first commercial operation of the redeveloped site. Taster tickets should be provided to commercial occupants for staff to encourage bus patronage. The potential for rail should be maximised. Rail should be a part of the development, coupled with the provision of shared mobility facilities. For cycling and walking, direct, safe and traffic separated routes within the development to main employment and service centres should be provided, in addition to links with existing rights of way and EV charging points should be provided. A suitable steering group or its equivalent should be established to input on the Travel Plan as the context will be continuously developing. And appropriate funding should be set aside to promote/coordinate sustainable travel initiatives across the site. A car share club should also be explored to reduce journeys. The opportunity for the site to become a national exemplar in the circular economy field should be capitalised upon. 	<p>The Transport Assessment, Site Wide Travel Plan Framework and the Transport Note describe a package of measures proposed to improve public transport connectivity, including rail, and to encourage cycling and walking.</p> <p>These measures include provision of a shuttle bus linking the individual plots to the railway station and interchange points with public bus services; working with bus operators to improve services to the Site; creating a direct access from the east side of East Midlands Parkway to the Site; support for cycleway improvement, employing a Travel Plan coordinator to promote sustainable travel; and employee incentives to use public transport.</p> <p>Condition 10 also requires developers to provide a Sustainable Transport Strategy. Bus service provision is a matter for the Local Transport Authorities and private bus operators, based on demand and resources and the LDO can only make proportionate and reasonable contributions.</p> <p>Section 8.2.3. of the amended Site Wide Travel Plan Framework includes for the provision of free public transport passes for employees for an introductory period and, in the interim, a free shuttle bus service.</p> <p>Section 2.2.3. of the LDO Site Wide Travel Plan Framework provides details of mobility hubs and shuttle buses. This plan, the Transport Assessment and the December Transport Note also describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking.</p> <p>The Site Wide Travel Plan Framework aims to raise employee and visitor awareness of sustainable travel opportunities and their benefits, including but not limited to:</p> <ul style="list-style-type: none"> “How to contact the Travel Plan Coordinator; The bus and rail services which are available;

Stakeholder	Summary	Response
		<ul style="list-style-type: none"> • The availability of on-site onward travel facilities (i.e. the private shuttle bus and shared bikes/micromobility); • The range of local facilities and amenities which are within walking distance and the health benefits of travel by foot; • Car share schemes which are available; and • The cycle parking facilities provided and the health benefits of cycling.” <p>The Site Wide Travel Plan will be monitored as it evolves by a Travel Plan Co-ordinator to monitor the travel behaviour of staff. At Section 10, the Action Plan also includes for the establishment of a Steering Group and for identification and approval of funding mechanisms.</p> <p>The Energy Strategy sets out sustainable energy use for the Site, including the potential for “more electricity to be generated on this Site than would likely be used by the buildings on this Site. This gives the opportunity for export to the grid, production of hydrogen, or for electric vehicle charging”.</p>
Leicestershire County Council	<p><u>19th January 2023 Response</u></p> <p>Advise that the residual cumulative impacts of the development are severe in accordance with the National Planning Policy Framework (2021) and advise the LPA to consider refusal on transport/highway grounds.</p> <p>Reasons for suggesting refusal:</p> <ul style="list-style-type: none"> • The applicant has failed to demonstrate that any significant impacts of the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated, contrary to NPPF paragraphs 110 and 111. • Previous comments still apply in respect of the model not validating to WebTAG criteria, issues with junction calibration, no finessing of flows, no queue length validation and therefore concerns with the validity of outputs. • Impacts on SRN and local networks have not been addressed using additional modelling and the approach taken in “Response to Comments by National Highways” with Condition 6 does not meet the tests as set out in the NPPF. <p>Issues raised with the methodology used to make assumptions for Condition 6:</p> <ol style="list-style-type: none"> a) No phased testing of phases 1 and 2 has been carried out to demonstrate the impact on the strategic and local road networks in either a strategic model or local junction models. b) The assumptions have been made based on vehicle numbers and not Passenger Car Units. c) The assumption includes for the cessation of a number of uses, including on phase 3, but there is 	<p>A response note has been issued to National Highways and Local Highways Authorities and there has been ongoing engagement with National Highways regarding a revised approach to the phased development of the Site (refer to Appendices A1 to A4). We note that additional modelling had been requested but this will take significant time and there is concern that this would negatively impact on the ability to meet the Government’s Freeport programme and potentially deter investment.</p> <p>During the initial phases of the development, the impact on Local Roads, including those in Leicestershire, will not be significant. The Transport Notes of October 22 (Table 4) and January 23 (Section 5) highlight this, reporting that vehicle trips on Local Roads would be <10 veh/hour, and therefore not considered significant. NCC have acknowledged this in their response and accepted that for later stages a holistic solution should be in place before allowing further development to take place. The provision of additional capacity on the SRN will mitigate potential impacts on local roads.</p> <p>Noting NH’s supportive comments regarding Phase 1 development, a pragmatic approach has been agreed with NH which would enable development to commence in a limited way that should not cause undue impact on the highway network. This would allow sufficient time to progress the modelling of subsequent phases and determine the need for any mitigation.</p>

Stakeholder	Summary	Response
	<p>no condition to provide comfort that these uses will cease.</p> <p>d) Failure to assess significant off-peak trip generation, and associated impacts on the local and strategic highway networks, and no associated controls on shift working patterns.</p> <p>The LHA flags that it is unclear of the process of issuing a Certificate of Compliance in response to page 18 of the Local Development Order and Statement of Reasons.</p> <p>The LHA will be interested to see measures in the Travel Plan and Public Transport Strategy detailing how such significant modal shift will be achieved.</p> <p><u>7th June 2023 Response</u></p> <p>LCC had been invited to comment on the latest position reached following discussions with National Highways and as set out in the National Highways section of this table. They confirm that they had received letters issued by National Highways in response to the LDO and that these do not change their position, as set out in their response of 19th January 2023, reported above, i.e. they recommend that the application is refused.</p>	<p>The revised approach is summarised under the response to National Highways' comment, set out in the first row in Table 3 of this document. This would prevent the construction or occupation of buildings exceeding a floorspace limit or specific thresholds of vehicle trip generation to/from the Site, until traffic modelling has been undertaken to assess impacts on Junction 24 of the M1 and the wider network; and it has also been agreed by the Council that traffic levels would not result in an unacceptable safety impact or severe impacts on the operation of the highway. See Appendix A3 for the response note issued to National Highways in May 2023, concerning transport mitigation.</p> <p>Transport mitigation will be delivered via the Biodiversity and Transport Mitigation Strategy, required by Condition 5. The process for approval of these measures is set out within the LDO.</p> <p>Whilst LCC maintain their objection it is considered that the conditions as drafted, and agreed by National Highways, would prevent unacceptable road safety impacts or severe impacts on the operation of the highway.</p>
NCC Minerals and Waste	<p>The County Council wishes to revise previous observations on mineral safeguarding for the proposed LDO.</p> <p>The Council wants to ensure that British Gypsum is consulted, and its comments are taken into account to prevent unnecessary sterilisation of gypsum.</p> <p>The County Council is willing to meet with Rushcliffe BC, British Gypsum, and Uniper (owner of the Site) to discuss this matter further.</p> <p>The Council wants to ensure the best and sustainable use of the fly ash resource and prevent sterilisation.</p> <p>The Winking Hill ash site is subject to restoration controls, and the County Council will enforce restoration if development does not proceed in a timely manner to ensure the Green Belt site is not abandoned.</p>	<p>The revised response is noted, alongside representations received from British Gypsum.</p> <p>In light of the claim by British Gypsum, Condition 19 has been added to the LDO to allow for investigation into the economic viability of extracting gypsum and to ensure that any reserves that can be extracted economically within a reasonable timeframe are able to be mined in such a way as to not prejudice delivery of the LDO (see response to British Gypsum in the last row in Table 7 of this document and Condition 19 of the LDO and Statement of Reasons document).</p> <p>It is important to note that the LDO does not grant consent for any mineral extraction and this condition in the LDO does not make any judgement on whether the minerals can be recovered in an acceptable manner nor whether any planning permission for minerals extraction should be granted. Any such mineral recovery would need to be assessed via a separate planning application to the minerals authority, supported by appropriate application documentation and assessments.</p> <p>Condition 16 of the LDO requires submission of a strategy for ensuring best and most sustainable use of fly ash from the Site.</p>
NCC Flood Risk Officer	<p>No objection and recommend approval of planning subject to condition:</p> <p><i>“No part of the development hereby approved shall commence until a detailed surface water drainage scheme based on the principles set forward by the approved Flood Risk Assessment (FRA) and Drainage Strategy, has</i></p>	<p>The positive recommendation is noted.</p> <p>In respect of the recommended condition, it is considered that there already suitable conditions and requirements included in the LDO in respect of surface water drainage:</p>

Stakeholder	Summary	Response
	<p><i>been submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The scheme shall be implemented in accordance with the approved details prior to completion of the development. The scheme to be submitted shall:</i></p> <ul style="list-style-type: none"> <i>Evidence of how the on-site surface water drainage systems shall be maintained and managed after completion and for the lifetime of the development to ensure long term effectiveness.”</i> 	<ul style="list-style-type: none"> The LDO supporting documents include a Surface Water Drainage Strategy that sets out the high-level strategy for the Site. Condition 11 requires an overall phasing plan to be produced prior to any development to set out how infrastructure, including drainage, is to be delivered to accommodate development of individual plots. Condition 13 requires details of surface water drainage for each plot, as part of the application for a Certificate of Compliance for that plot.
<p>North West Leicestershire District Council</p>	<p>The Council welcomes changes to height parameters of the scheme, but suggest the wording of the requirement to be strengthened by amending BH2 of the Design Guide to “unless it is <i>conclusively</i> demonstrated to the Council that this is necessary <i>essential</i> for the proposed use”. Additionally, the 20% limit should apply to floorspace rather than plot area.</p> <p>Question as to whether landscaped bunds have been considered along the southern boundary of Plot I, as it is not clear if they have been considered.</p> <p>It is noted, alongside information provided regarding emerging development in the surrounding area, that sites being identified at Kegworth and Castle Donnington for new development as part of the new Local Plan will impact on the capacity of M1 Junction 24 and possibly elsewhere on the SRN. Growth being planned through the new North West Leicestershire Local Plan must be factored into the holistic modelling.</p> <p>It is not clear what arrangements will be put in place to ensure a co-ordinated approach to a holistic transport solution will be achieved and how the modelling will be shared amongst the developments coming forward. NWLDC has significant concerns that the wording of Condition 6 and the general approach to the issue of impact on the road network.</p> <p>NWLDC welcomes the requirement for a Public Transport Strategy and suggests that the extension of the tram network continues to be explored as a public transport option for the site.</p> <p>The local roads transport management study must also consider the impact on Kegworth as it is likely traffic will route through Kegworth to avoid M1 Junction 24.</p>	<p>The proposed wording of Principle BH2 in the Design Guide is considered sufficiently robust and the proposed wording changes would set an unnecessarily rigorous test.</p> <p>The use of landscaped bunds is not explicitly proposed since such a feature is considered unnecessary, could appear artificial and might compromise the type of native planting that could be implemented.</p> <p>The general support for a holistic approach to transport mitigation is noted, along with the list of potential development that might come forward within Leicestershire. Condition 6 contains the control mechanism by which development within the LDO cannot proceed until additional modelling is undertaken and mitigation is implemented.</p> <p>The Council is satisfied that this condition is proportionate and enforceable.</p> <p>The potential for extension of the NET tram service beyond the Clifton Park and Ride site is a decision for others. The Skylink Express which stops at Clifton South Park and Ride would provide a connection between the NET tram and the Site. The Site shuttle bus would also connect with the Park and Ride site.</p> <p>The Site will have a reserved land corridor for the NET tram to pass through the Site, should an extension to East Midlands Parkway or the airport be proposed in the future.</p> <p>The scope of the local roads Transport Study will be determined in consultation with the relevant Highway Authorities and be cognisant of the likelihood and scale of potential impacts; NWLDC’s desire for this to include Kegworth is noted.</p>
<p>Nottinghamshire County Council Highways</p>	<p><u>18th January 2023 Response</u></p> <p>Phases 1 and 2 of the development will result in a net increase of 35 vehicles in the morning peak and 120 vehicles in the evening peak, but it is expected that shift patterns will not coincide with peak hours.</p> <p>The Highway Authority is satisfied that the levels of additional traffic will not impact the local road network</p>	<p>NCC’s conclusion that, subject to National Highways (NH) being satisfied that there is capacity on the Strategic Road Network, it does not consider there to be an impact on the local road network, is welcomed.</p> <p>In response to a request for further modelling work by NH, engagement with NH and Local Highway Authorities has been</p>

Stakeholder	Summary	Response
	<p>during peak hours, subject to controlling the hours of shift changes.</p> <p>A condition has been proposed to control the levels of traffic in the morning and evening peak hours to minimise the impacts on the highway network.</p> <p>The concern is that the condition would not have any controls outside of the identified peak hours, and it would be sensible to extend the time periods where vehicles are restricted to 2–3 hour periods.</p> <p>The predicted net change in trips for the highest hourly level of off-peak vehicle generation for phases 1 and 2 combined is 1,497, and approximately 2% of these trips will be distributed to West Leake Lane and Kegworth Road, which is approximately 1 extra vehicle every 2 minutes.</p> <p>It is essential to obtain comments from National Highways in order to determine whether the likely levels of traffic would potentially have a detrimental impact on the SRN.</p> <p>Phase 3 of the development site will comprise land uses that would have a high proportion of its overall vehicle generation that would coincide with the traditional AM and PM peak periods. A significant package of highway works will be required to fully offset the development.</p> <p>The approach to the Traffic Management Study is welcomed by NCC but further comments regarding the Travel Plan and Public Transport Strategy are stated within this response.</p> <p>Comments made about the Travel Plan included the implementation, monitoring, targets and communication of the plans.</p> <p>Additional comments made about the Public Transport Strategy states the requirement for a public transport strategy to be approved before new development can be occupied and brought into use, including conditions which state a Public Transport Strategy, to the satisfaction of the Local Planning Authority, must include details of bus access and bus routes through the site, locations of bus stops and setting out arrangements for providing the services including, frequencies, routes, phasing of delivery, funding, procurement and review arrangements.</p> <p>NCC is unable to confirm its approval of the LDO until such time as National Highways have responded that they are satisfied with the impacts that phases 1 and 2 of the proposal will have on the SRN.</p> <p><u>9th June 2023 Response</u></p> <p>NCC were invited to comment on the latest position reached following discussions with National Highways and as set out in the National Highways section of this table.</p> <p>They note that, as NH have stated that they are satisfied the wording of the conditions would ensure that the SRN would not be adversely affected by the initial phases of development, this would mean that the residual impacts on the Local Road network would be minimised. They seek assurances that, if the agreed traffic levels in Condition 6 are breached, Phase 3 development would not be allowed to continue and that the condition would be enforced.</p> <p>They comment on NH’s acceptance that Condition 6 would only apply to operational trips generated by the</p>	<p>conducted regarding a revised approach to Condition 6.</p> <p>Noting NH’s supportive comments regarding Phase 1 development, a pragmatic approach has been agreed with NH which would enable development to commence in a limited way that should not cause undue impact on the highway network. This would allow sufficient time to progress the modelling of subsequent phases and determine the need for any mitigation.</p> <p>The revised approach is summarised under the response to National Highways’ comment, set out in the first row in Table 3 of this document. This would prevent the construction or occupation of buildings exceeding certain sizes or specific thresholds of total vehicle trip generation to/from the Site, until traffic modelling has been undertaken to assess impacts on Junction 24 of the M1 and the wider network; it has also been agreed by the Council that traffic levels would not result in an unacceptable safety impact or severe impacts on the operation of the highway. See Appendix A3 for the response note issued to National Highways in May 2023, concerning transport mitigation.</p> <p>Comments regarding the Travel Plan have been addressed in a revised Site Wide Travel Plan Framework which accompanies the LDO.</p> <p>The Transport Assessment, Site Wide Travel Plan Framework and the Transport Note describe a package of measures proposed to improve public transport connectivity, including rail, and to encourage cycling and walking.</p> <p>These measures include provision of a shuttle bus linking the individual plots to the railway station and interchange points with public bus services; working with bus operators to improve services to the Site; creating a direct access from the east side of East Midlands Parkway to the Site; support for cycleway improvement, employing a Travel Plan coordinator to promote sustainable travel; and employee incentives to use public transport.</p> <p>Following the Summer 2022 consultation, and in response to feedback from the LHAs, the LDO Condition 10 was also revised to require the submission of a Public Transport Strategy (PTS). This strategy was to include details of bus and rail integration with the Site. NH’s proposal, to expand the remit of the PTS to include “walking, wheeling and cycling infrastructure” and rename it as a “Sustainable Transport Strategy” (STS) is accepted.</p> <p>Transport mitigation will be delivered via the Biodiversity and Transport Mitigation Strategy, required by Condition 5. The</p>

Stakeholder	Summary	Response
	<p>Site, whereas the impact of construction trips would be considered under the requirement for a Construction Traffic Management Plan, required by Condition 7.</p> <p>They say that whilst they understand the rationale behind NH's comments, they will need clarification as to how the applicant is going to identify between the operational and construction vehicles for reporting purposes. For example, are there going to be routes where the differentiation can be made for the traffic data? They would also wish to know how the data is proposed to be provided to them for assessment, as well as its frequency during the monitoring periods.</p>	<p>process for approval of these measures is set out within the LDO.</p> <p>In their 9th June 2023 response it is noted that NCC maintain their view that, provided NH are content that impact on the SRN is acceptable, this would mean there would be no undue impact on the county road network.</p> <p>Given the acknowledged greater impact of Phase 3 development and need for a holistic solution they ask for reassurance that this development would not be allowed to continue in the absence of an agreed solution.</p> <p>Condition 6 contains a robust and enforceable mechanism for preventing occupation of development generating trips in excess of agreed and modelled limits.</p> <p>NCC acknowledge that it is not possible to calculate, as yet, unknown construction trips and so Condition 7 is an appropriate mechanism for controlling and mitigating impacts from construction, as agreed by NH. The Management Plan required by Condition 7 will include arrangements for monitoring and reporting construction related trips.</p>
Erewash Borough Council	The Council notes the amendments which in our view would contribute towards improvements to the various proposals across the LDO site whilst mitigating the overall impacts of development at the site.	Comment noted, no response required.
South Derbyshire Council	The proposal would not materially affect the amenities of South Derbyshire District residents and therefore have no objections.	Comment noted, no response required.

Table 5 – Responses to representations received from Rushcliffe Borough Council Ward Members

Stakeholder	Summary	Response
Cllr Carys Thomas	<p>Object to the LDO proposal. The points below provide a summary of requested changes to the LDO:</p> <ul style="list-style-type: none"> • Tightening the robustness of mechanisms for securing financial contributions. • Ensuring democratic involvement of certificate of compliance. • Providing further info on traffic management study for local roads. • Guaranteeing a site shuttle bus extension to Clifton Park and Ride. • Engaging in public consultation for a public transport strategy and site-wide management plan. • Expanding cycle routes. • Instating a requirement for solar panels on 80% of roof space. • Providing a site wide vision on solar power generation and storage. • Tightening rules on 40 m buildings on southern plot. 	<p>Financial Contributions:</p> <p>Unlike planning applications, S106 obligations cannot be required under an LDO. The LDO can require mitigation to be provided and, if a payment is offered by a developer in order to mitigate impacts, this can be offered through a S106 agreement.</p> <p>Any mitigation should address the impacts of the LDO and not address pre-existing issues around rural transport and movement or impacts from other development.</p> <p>Given that development approved under the LDO could take a number of forms and over a significant timeframe, it is not possible to quantify the financial cost of any mitigation. Instead, the approach is to identify the types of mitigation required and for these to be delivered via the Mitigation Strategy required by Condition 5. This Strategy will be updated in an iterative process and informed by appropriate modelling and studies.</p>

Stakeholder	Summary	Response
	<ul style="list-style-type: none"> • Adding further screening and landscape on southern plot. • Providing details of district heating scheme infrastructure. 	<p>The Transport Assessment identifies that 96% of the trips generated by the Proposed Development in the AM and PM peak hours would use the A453 East or West to access the Site and relatively few trips would access via local roads. However, to address local concerns regarding vehicle speeds and highway safety, it is proposed that the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane.</p> <p>Public Consultation:</p> <p>Given the ethos of the LDO process, to streamline the approval process to maximise the attractiveness of the Site to investment, it is not generally considered appropriate to undertake further extensive public consultation on individual strategies and plans.</p> <p>It is correct that such a study, and other studies and Strategies, should be scoped in consultation with the relevant highway authorities, based on predicted impact.</p> <p>Public Transport:</p> <p>The mitigation requirements include for provision of a shuttle bus service that connects to the Clifton Park and Ride site.</p> <p>Certificates of Compliance:</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council's constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p> <p>Design Guide:</p> <p>The LDO Site includes an area of 10 ha for provision of solar power and the Design Guide criteria A3 requires the roof space of individual buildings to be utilised for solar and/or biodiversity purposes, unless it can be shown why this cannot be achieved. Given the unknown factors influencing the design and ability to utilise roofs for either of these purposes, it is not considered appropriate to impose a quota for the percentage use.</p> <p>The maximum height of buildings on the Southern Area has been significantly reduced and only generally permitted up to 30 metres. The ability to go up to a maximum of 40 metres is restricted to a maximum of 20% of the plot area, only if it is demonstrated as</p>

Stakeholder	Summary	Response
		<p>necessary for the proposed use, that there are no reasonable alternative solutions and that it has been designed to minimise its visual impact. It is considered that the combination of these limitations and controls would provide sufficient enforceability and provide the right balance between visual impact and attracting investment.</p> <p>Energy:</p> <p>There is no certainty that the EMERGE Centre energy from waste plant would be constructed and it is not part of the LDO proposals. However, as recognised in the Energy Strategy, the EMERGE Centre could potentially generate electricity and district heating which could be supplied to other buildings on the Site. Wording in Principle IS2 of the Design Guide has been revised to require developers to demonstrate how energy demand has been reduced through design and how the opportunities for shared energy and heat have been explored. This is considered the correct and proportionate approach.</p>
<p>Cllr Matt Barney</p>	<p>More full, local and comprehensive traffic modelling must be done to provide an overarching transport assessment of all modes.</p> <p>Request the applicant and relevant local authorities consider working with the Strawberry Woods Community Interest Company that has been formed to purchase, enhance and protect 56 acres of mature woodland located between the proposed LDO site and Gotham which could help support the LDO's biodiversity net gain.</p> <p>Concerns that assurance has not been given to ensure that the oak woodland corpse (south of development) will be protected/maintained are raised.</p> <p>Some of the September 2022 comments are still relevant in relation to local traffic, impact on Winking Hill Farm, buffer planting and removal of mature woodland to the south, wildlife and biodiversity, only allowing the occupancy of businesses with clear environmental merit, further encouraging public transport, cycling, walking, rail, and heat recovery used from the EMERGE Centre.</p>	<p>It is recognised that transport impacts will require a holistic approach and this is set out in Condition 6. In recognition of ongoing requests for modelling work, a second Transport Note issued to National Highways (refer to Appendix A3) has been created in response to comments from all Highway Authorities, outlining the revised approach to providing appropriate mitigation measures. Condition 6 has been revised following the outcome of these discussions.</p> <p>The Transport mitigation strategy and Travel Plans will provide for significant encouragement and support for a modal shift towards rail, bus, cycling and walking.</p> <p>Once the LDO is adopted, the potential to utilise specific land, such as Strawberry Woods, for BNG purposes will be considered in relation to the Biodiversity approach set out in Section 3.3 of the LDO.</p> <p>The areas of planting within the Site to be retained, enhanced or subject to new planting are detailed on the Strategic Landscape parameter plan. This is considered to be an appropriate balance of providing land for development, landscape screening and biodiversity.</p> <p>There is no certainty that the EMERGE Centre energy from waste plant would be constructed and it is not part of the LDO proposals. However, as recognised in the Energy Strategy, the EMERGE Centre could potentially generate electricity and district heating which could be supplied to other buildings on the Site. Wording in Principle IS2 of the Design Guide has been revised to require developers to demonstrate how energy demand has been reduced through design and how the opportunities for shared</p>

Stakeholder	Summary	Response
		<p>energy and heat have been explored. This is considered the correct and proportionate approach.</p> <p>The Vision for the Site is for a green industrial park and the characteristics of acceptable uses and Principle LU6 of the Design Guide ensures that development will accord with the Vision. In order to secure a viable and attractive site and attract a range of potential investors, it is not considered reasonable or practicable to be more prescriptive or restrictive as to the specific uses permissible on the Site.</p>
Councillor Rex Walker	<p>A joint consultation response was made by five Parish Councils/Meetings and Cllr Rex Walker, in response to the revised draft LDO. Cllr Walker is aligned with the matters raised in the joint parish consultation comment, which expresses concerns regarding the following subjects:</p> <ul style="list-style-type: none"> • Green Belt • Transport • Design Guide • Biodiversity Net Gain • Decision Making <p>A full summary of this comment can be found on Page 26, in Table 6 of this SCI under “Joint Consultation Response: Gotham Parish Council; Barton in Fabis Parish Council; Kingston on Soar Parish Council; Ratcliffe on Soar Parish Meeting; and Thrumpton Parish Meeting”.</p>	<p>Refer to Table 6 (Page 26) of this document under “Joint Consultation Response: Gotham Parish Council; Barton in Fabis Parish Council; Kingston on Soar Parish Council; Ratcliffe on Soar Parish Meeting; and Thrumpton Parish Meeting” for response to this comment from Cllr Rex Walker and the five Parish Councils/Meetings.</p>

Table 6 – Responses to representatives received from Parish Councils

Stakeholder	Summary	Response
East Leake Parish Council	<p>East Leake Parish Council agreed to support the proposed revisions but have the following comments:</p> <ul style="list-style-type: none"> • As this is a proposal for a green industrial park, it is suggested that solar panels are placed on buildings. • Public transport and traffic management strategy should both go out for consultation. • Democratic involvement in issuing certificates of compliance is needed. • Details concerning the impacts on the surrounding village and country roads show no cycle routes or buses from East Leake and details are very vague. 	<p>Solar Panels:</p> <p>The Site includes a dedicated 10 ha plot for solar PV. The Design Guide was revised to require roof space to be utilised for solar PV or green roofs if feasible, under Design Principle A3 and incorporating biodiversity into the development, in SL2.</p> <p>Public Transport:</p> <p>The Transport Assessment and Site Wide Travel Plan Framework outline measures aimed at enhancing public transportation and promoting cycling and walking. These measures will be determined following consultation with the appropriate public transport authorities and bus operators.</p> <p>Decision Making:</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council’s constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications</p>

Stakeholder	Summary	Response
		<p>and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p> <p>Local Roads:</p> <p>The Transport Assessment identifies that 96% of the trips generated by the Proposed Development in the AM and PM peak hours would use the A453 East or West to access the Site and relatively few trips would access via local roads. However, to address local concerns regarding vehicle speeds and highway safety, it is proposed that the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane. The scope of this study will be determined in consultation with the relevant highway authorities based on predicted impact and trip generation.</p>
<p>West Leake Parish Meeting</p>	<p>Do not object to redevelopment but object to the LDO in its current format and particularly object to land south of A453 being developed and ask that the LDO be paused. Its correspondence to the case officer (November 2022) in respect of the impact on the Conservation Area has not been responded to.</p> <p>Issues raised by West Leake Parish include:</p> <ul style="list-style-type: none"> • Concern re the planning process for LDOs where the applicant is also the decision maker. • Development of Green Belt land where VSC have not been justified. • 40 m building height is considered too high and it is suggested that developers have to return to LPA if wanting to exceed 25 m. • There is no proposed mitigation for increased traffic movements and a better integrated transport network with a focus on reducing car use. They request a Transport Mitigation Plan be put in place and actioned upon prior to development starting. • Buildings should be covered in solar panels, levels of insulation should exceed industry standards, water reclamation systems should be in place and biodiversity should be at an exemplary level. 	<p>Local Development Orders are made under planning legislation and Local Planning Authorities are encouraged to use LDOs to set the planning framework for an area where impacts would be acceptable. In particular, government has published guidelines recommending that LDOs are used for Freeport Areas in place of conventional planning processes, which can be resource heavy for Local Authorities and introduce uncertainty and delay for investors. The Ratcliffe-on-Soar LDO has been developed in accordance with the Planning Advisory Service (PAS) guidance. The LDO sets the planning framework and is designed to result in a streamlined planning process for developers, to encourage investment and regeneration. In determining Certificates of Compliance, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p> <p>The Very Special Circumstances (VSC) for allowing the Proposed Development to proceed are set out in Section 7.5 of the LDO and Statement of Reasons. A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation, which includes the Southern Area, is not in itself a principal part of the VSC case, although it is supportive as an acknowledgement of central government encouragement for employment development at this location.</p>

Stakeholder	Summary	Response
		<p>Following the previous round of consultation, the Building Heights Parameters Plan and Design Guide Principle BH2 were revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I. This is considered to strike an appropriate balance between visual impact and attracting investment.</p> <p>In respect to Transport issues, these are summarised in the response to National Highways (see first row in Table 3 of this document) and in the response note issued to National Highways and Local Highways Authorities, concerning transport mitigation in May 2032 (Appendix A3).</p> <p>Principles IS2 and A6 in the Design Guide set out a requirement to explore additional technologies that would enhance the sustainability of the development. These would be explored as detailed design progresses, and is expected to include elements such as solar PV, green roofs and rainwater harvesting.</p>
Kegworth Parish Council	<p>Following Kegworth Parish Council meeting 09/01/23, the comments below were made:</p> <ul style="list-style-type: none"> • The traffic management study for local roads should also include local roads in and around Kegworth and other neighbouring Leicestershire villages, not just those in Nottinghamshire. • Councillors wish to stress the importance of maintaining cross-county-boundary public transport links and connectivity with East Midlands Parkway for villages in Leicestershire and Nottinghamshire. 	<p>The scope of the local roads Transport Study will be determined in consultation with the relevant Highway Authorities and be cognisant of the likelihood and scale of potential impacts; Kegworth Parish Council's desire for this to include Kegworth and other Leicestershire villages is noted.</p> <p>The desire to maintain cross-county public transport links is noted and will be considered in developing the Public Transport Strategy.</p>
<p>Joint Consultation Response:</p> <p>Gotham Parish Council;</p> <p>Barton in Fabis Parish Council;</p> <p>Kingston on Soar Parish Council;</p> <p>Ratcliffe on Soar Parish Meeting; and</p> <p>Thrumpton Parish Meeting</p>	<p>Green Belt:</p> <p>Whilst pleased to see a greater restriction on acceptable uses on the south site; they request that the Green Belt assessment should be updated to reflect this change.</p> <p>Allowing standard logistics development on the northern site seems at odds with the overall aims of the site.</p> <p>Transport:</p> <p>Pleased to see holistic transport study and recognise the challenges around the need to wait for more detailed proposals to come forward but seek enforceable protections against delays, assurance that funding will implement the holistic transport study's proposals, and proposals for local Parish Councils to have input to the study. Clarity on Condition 6 and traffic management for local roads is requested.</p> <p>Design Guide:</p> <p>Welcome the independent review of the Design Guide. They provide a table which assesses Mace's critical friend review of the Design Guide, alongside changes to the LDO and the Parish Councils' requests. There are a number of areas where they do not consider the changes made have addressed their concerns, including;</p>	<p>Green Belt:</p> <p>The VSC for allowing the Proposed Development to proceed are set out in Section 7.5 of the LDO and Statement of Reasons. A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits. Whilst the characteristics of development permitted on the Southern Area have been changed to reflect representations and aspirations for this part of the Site, it is not considered necessary to make amendments to the Green Belt Assessment.</p> <p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. However, the LDO seeks to strike an appropriate balance by limiting the total</p>

Stakeholder	Summary	Response
	<ul style="list-style-type: none"> • The approach is not visionary but a standard one • In allowing flexibility in the Design principles there are too many caveats • A Growth Board should be established • Want a commitment to not developing the south site should the Freeport proposals not come forward. • Request that the 20% allowance for necessary height increase above 30 metres on the south site be limited to 20% of the building area and not the plot. • There is too much logistics development. • Sustainability measures do not go far enough. • Opportunities for placemaking associated with HS2 should not be lost. <p>Design modifications made to minimise impact on Winking Hill Farm are welcomed.</p> <p>Biodiversity Net Gain:</p> <p>Welcome the requirement for maximisation of green roofs/solar PV. The Parishes have a number of specific suggestions for potential sites and schemes for delivery of BNG nearby and request to be meaningfully consulted as the plans develop.</p> <p>Decision Making:</p> <p>Remain concerned with the proposed decision-making process for determining certificates of compliance as this must be a process for democratic involvement and accountability of Certificate of Compliance determinations.</p>	<p>quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>Transport:</p> <p>A revised approach to Condition 6 is summarised under the response to National Highways' comment, set out in the first row in Table 3 of this document. This would allow initial development, generating trips no greater than the current operation of the Site, to get underway and deliver on the Freeport programme. Caps have been agreed with NH that would prevent the construction or occupation of buildings exceeding certain sizes or specific thresholds of total vehicle trip generation to/from the Site, unless or until traffic modelling has been undertaken to determine any impacts on the highway and subject to agreement by NH and LHAs. See Appendix A3 for the response note issued to National Highways in May 2023, concerning transport mitigation.</p> <p>This phased approach to release any development exceeding set floorspace or trip generation limits, set out in Condition 6, would ensure that mitigation measures required are committed to or implemented prior to any further development being permitted.</p> <p>Any studies would be scoped with the relevant Highway Authorities, based on predicted impacts and trip generation on local roads.</p> <p>Design Guide:</p> <p>It is considered that the Vision is clear and distinctive from a standard approach to employment development. Planning Use Classes would allow a wide range of industrial uses, whereas the approach of applying characteristics of development permitted on the Site, under Principle LU6, is much more restrictive and reinforces the Green Industrial and Energy focus of the development.</p> <p>The 'Principles' have been revised from the original guide to make them more directive, but are considered to strike the appropriate balance between attracting investors and controlling detail.</p> <p>There are no current proposals to establish a Growth Board but the LDO would not preclude this being established should there be a consensus that this would be beneficial.</p> <p>It is not considered reasonable or practicable to impose a condition requiring surrender of part of the LDO should there be no development demand. However, the Council can review the performance of the LDO at the intervals set out in Condition 1,</p>

Stakeholder	Summary	Response
		<p>or at any time, should circumstances warrant such action.</p> <p>Following the previous round of consultation, the Building Heights Parameters Plan and Design Guide Principle BH2 were revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I. This is considered to strike an appropriate balance between addressing visual impact concerns and attracting investment.</p> <p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. However, the LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>Principles IS2 and A6 of the Design Guide set out a requirement to explore additional technologies that would enhance the sustainability of the development. These would be explored as detailed design progresses, and is expected to include elements such as solar PV, green roofs, and rainwater harvesting.</p> <p>The Design Guide advocates the use of solar PV and green roofs on the roofscapes of the development under design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p> <p>Whilst the development is an industrial and employment based site, the interaction with the Site and the Parkway Station and potential HS2 Station is acknowledged and the Design Guide Principle A10 requires development in this part of the Site to be designed to create a positive and welcoming aspect and sense of arrival.</p> <p>Biodiversity Net Gain: Comment noted.</p> <p>Decision Making: The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council's constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council</p>

Stakeholder	Summary	Response
		<p>Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p>
<p>Normanton on Soar Parish Council</p>	<p>Support the proposed revisions but make two comments:</p> <ul style="list-style-type: none"> • There is no mention of solar panels on roofs of the buildings. • It is requested that the Transport and Management Strategy goes out for consultation as we believe it will have an impact on roads in surrounding villages. 	<p>Principles IS2 and A6 of the Design Guide set out a requirement to explore additional technologies that would enhance the sustainability of the development. These would be explored as detailed design progresses, and is expected to include elements such as solar PV, green roofs, and rainwater harvesting.</p> <p>The Design Guide advocates the use of solar PV and green roofs on the roofscapes of the development under design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p> <p>The Transport Mitigation Strategy and Local Roads Study documents would be scoped in consultation with the relevant Highway Authorities. Whilst wider consultation on each Certificate of Compliance application is at the Officer discretion, it would not normally be that individual applications or submissions would be put out for wider consultation.</p>
<p>Ratcliffe on Soar Parish Meeting</p>	<p>Many of the village's concerns have been addressed by the response to earlier consultation, and they now have a neutral view of the development on the southern area.</p> <p>Two issues remain:</p> <ol style="list-style-type: none"> 1) Ratcliffe on Soar Parish would oppose any attempt to foul the brook. Would therefore like to be assured that the integrity of the brook is to be maintained. 2) Do not support to the development of the land west of the south site (as it approaches the railway), as the application of hard standing here would result in flooding of the Ratcliffe village. <p>Additionally, recent plans show the wood running north/south along the margins of this land being retained as a screen and the Parish welcome confirmation that this is true.</p>	<p>There would be no intention to foul or interfere with the Brook and the foul and surface water schemes would be designed to avoid this. Similarly, the Construction Code of Practice would include measures to prevent pollution of the water environment.</p> <p>The land to the west of the Southern Area (Plot I) would be developed within the zone as indicated on the Parameter plans. There would be a defined area of car parking but the remainder would be part of the Strategic Landscaping zone. Any changes to these parameters would need to come forward as a review of the LDO, or a separate planning application, both of which would be subject to public consultation.</p>
<p>Costock Parish Council</p>	<p>Concerned about impact that the increased traffic through Costock village, both during the development of the site and once completed, particularly given National Highways response.</p> <p>Request that a much more tightly defined traffic management study is proposed and goes out for consultation, which would include a detailed assessment of the impact of such a site, including the impact on small rural neighbouring villages such as Costock.</p>	<p>As set out in Table 3 of the October 2022 Response to Comments from National Highways and Local Highway Authorities, the traffic modelling has shown that 96% of the trips generated by the Proposed Development in the AM and PM peak hours would use the A453 East or West to access the Site. The remaining 4% would access the Site to/from the south via West Leake Lane (2%) and to/from the south via Kegworth Road (2%). These trips on the local road network are likely to be made up of traffic originating in the local area, traffic passing through as it is the most</p>

Stakeholder	Summary	Response
		<p>direct route and traffic re-routing due to delays on the Strategic Road Network/A roads.</p> <p>Re-routing is most likely to occur during the AM and PM peak hours and therefore the proportion of development related traffic using local roads at off-peak times could be even lower than 4%.</p> <p>The scope of the local roads Transport Study will be determined in consultation with the relevant Highway Authorities and be cognisant of the likelihood and scale of potential impacts; Costock Parish Council's desire for this to include small neighbouring villages is noted.</p>

Table 7 – Responses to representatives received from neighbouring landowners or adjoining stakeholders

Stakeholder	Summary	Response
Winking Farm (Mrs Pamela Towers)	<p>Main objection is to the height of the buildings. No photographs or visuals of the impact of the buildings on the farm have been provided. It is expressed that building height should not exceed a maximum of 20 m.</p> <p>The revised design guide proposes that no more than 20% of the southern 'plot' can go to 40 m, but this should be relative to the footprint of all the buildings in plot I, not the area of the plot itself.</p> <p>The 10 m reduction around the edge of the buildings for a tapered effect has been lost. If buildings are generally expected to be at 30 m, the edges should be reduced to 20 m.</p> <p>Any roads, parking and traffic areas should be placed as far away as possible from the farm to reduce light and noise pollution.</p> <p>Plot D, which comes close to the A453, is still at 40 m high, except the edges at 30 m, which will have a massive impact on the farm.</p> <p>Improvements to the West Leake Lane from the A453 to the Ash tip entrance must be completed before any construction commences.</p> <p>Tree planting in close proximity to the farm's boundary should be low level increasing to a higher level further away so as not to create shadows from the sun.</p>	<p>Building Heights:</p> <p>The impact on Winking Hill Farm has been reduced by establishing a landscape buffer between the farm and the Plot I development area. The developer is required by Design Guide Principle BH5 to show that any building in Plot I exceeding 30 metres in height has been designed to minimise its impact on Winking Hill Farm. It should be noted that whilst the Parameter Plans set maximum heights, it is not anticipated that development would completely fill this envelope. Design principles in the Design Guide require buildings to be designed to break up their massing and visual impact.</p> <p>The Design Guide requirement allows for a maximum of 20% of Plot I to be up to 40 metres in height, if justified and if designed to minimise visual impact. It is considered that these limitations are sufficient to control and minimise the scale and impact of any building(s) on this plot.</p> <p>Transport Impacts:</p> <p>As outlined in the latest Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A3), Condition 6 of the LDO has been revised.</p> <p>Condition 6 will prevent the construction or occupation of buildings exceeding certain sizes or specific thresholds of total vehicle trip generation to/from the Site, unless or until traffic modelling has been undertaken to determine any impacts on the highway and subject to agreement by NH and LHAs.</p> <p>This acts to ensure that there is no undue impact on the operation or safety of the highway or that mitigation is in place before the point at which significant peak development trips are generated. In</p>

Stakeholder	Summary	Response
		<p>practice, this clause works to “pause” the development at a set threshold until any required highway mitigation has been agreed upon and/or delivered.</p> <p>Access to West Leake Lane will comply with NCC standards and undergo a S278 adoption process, including a Safety Audit.</p> <p>Tree Planting:</p> <p>The Strategic Landscape Plan includes new boundary tree planting in the Southern Area which will be designed to enhance the visual appearance and should not be overbearing on neighbours.</p>
<p>Pegasus Group on behalf of behalf Hallam Land Management (HLM) Limited (who has an interest in circa 600 hectares of land adjacent to the Ratcliffe on Soar Power Station site)</p>	<p>Whilst weight can be attached to the economic benefits of the LDO proposals, HLM does not believe the LDO as presently formulated can pass the VSC test given:</p> <ul style="list-style-type: none"> • The benefit of urgency related to the Freeport initiative is weak in light of strong market demand. • The unacceptable transportation impact as a consequence of inadequate assessment and inadequate mitigation. • The missed opportunity harm in not providing for HS2 East Midland Hub station related development or New Kingston, both capable of delivering significant strategic benefits. <p>They suggest the Council should either pause again or withdraw the LDO:</p> <ul style="list-style-type: none"> • To withdraw the LDO and continue with the GNSP process to ensure strategic planning issues are fully considered before a future LDO or planning application is formulated; or • To pause the LDO and to not consider further until further, robust transport modelling work including cumulative impacts, is undertaken. 	<p>The LDO and Statement of Reasons includes a comprehensive Green Belt Assessment in Section 7.5. The main argument for the LDO is its potential for significant economic and employment benefits, supported by national and regional government and planning policy.</p> <p>Freeport status is not a key aspect of the VSC case but it indicates government support for development and job transition at the Site. Businesses should be operational by the end of September 2026 to provide economic benefits to investors and the local economy.</p> <p>The planned Power Station closure by the end of September 2024 also drives the need to secure employment and economic benefits rather than leave the site inactive.</p> <p>Postponing development indefinitely to await future HS2 decisions is not supported.</p> <p>The rail interface near the Power Station Buildings will be reviewed after the Power Station’s closure, allowing for changes in circumstances and policy to be considered (as outlined in LDO Condition 1). This reviewed flexibility is a benefit of the LDO’s ability to adapt to changing development context.</p> <p>The need for a holistic transport approach and for appropriate modelling is acknowledged. A revised approach to Condition 6 is summarised under the response to National Highway’s comment, set out in the first row in Table 3 of this document, which would prevent the construction or occupation of buildings exceeding certain sizes or specific thresholds of total vehicle trip generation to/from the Site, unless or until traffic modelling has been undertaken to determine any impacts on the highway and subject to agreement by NH and LHAs.</p> <p>See Appendix A3 for the response note issued to National Highways in May 2023, concerning transport mitigation. It outlines a comprehensive plan for improving highway capacity to tackle the effects of the Proposed Development and meet the</p>

Stakeholder	Summary	Response
		<p>transportation demands of other major developments in the region.</p> <p>This phased approach to release any development exceeding set floorspace or trip generation limits, set out in Condition 6, would ensure that mitigation measures required are committed to or implemented prior to any further development being permitted.</p>
<p>ADC Infrastructure on behalf of the promoters of “New Kingston”</p>	<p>Prepared on behalf of the promoters of New Kingston.</p> <p>The further assessments are not robust and focuses only on Phase 1 and 2, considering that these phases of the proposed development will be equivalent to the existing use of the power station site (measurement of the existing use is not robust). The power station needs to close to extinguish existing traffic before it can be replaced by the new development traffic.</p> <p>The new development is on land south of the A453 and north of the power station, and therefore the power station does not need to close to allow the new development to be built. Without extinguishing the existing use, there will be a significant impact on the road network that are not mitigated. These assessments make no further comment on Phase 3.</p>	<p>In response to a request for further modelling work by NH, engagement with NH and Local Highway Authorities has been undertaken regarding a revised approach to Condition 6.</p> <p>Revised Condition 6 is summarised under the response to National Highway’s comment, set out in the first row in Table 3 of this document, which would prevent the construction or occupation of buildings exceeding certain sizes or specific thresholds of total vehicle trip generation to/from the Site, unless or until traffic modelling has been undertaken to determine any impacts on the highway and subject to agreement by NH and LHAs.</p> <p>See Appendix A3 for the response note issued to National Highways in May 2023, concerning transport mitigation. It outlines a comprehensive plan for improving highway capacity to tackle the effects of the Proposed Development and meet the transportation demands of other major developments in the region.</p> <p>This phased approach to release any development exceeding set floorspace or trip generation limits, set out in Condition 6, would ensure that mitigation measures required are committed to or implemented prior to any further development being permitted.</p> <p>This approach also ensures that a change in government policy towards power station closure would not result in trips generated by the development being allowed onto the network in addition to those generated by the power station. It is made clear that excess trips from the Site would trigger a pause in development for further modelling.</p>
<p>Oxalis Planning on behalf of Harworth Group and Caesarea Planning Services (promoting a new settlement within North West Leicestershire, adjacent to the south East Midlands Airport)</p>	<p>Comment made:</p> <ul style="list-style-type: none"> Disagree with the approach to cumulative contribution to central ‘pot’ for highway mitigation works being introduced at phase 3 and are concerned about the impact of phase 1 and 2. Concerns of trip generation if the power station stays open longer than expected (with added trips from the EMERGE Centre). The LDO should ensure a robust assessment of existing use peak hour traffic is undertaken and to 	<p>The need for a holistic transport approach and for appropriate modelling is acknowledged. A revised approach to Condition 6 is summarised under the response to National Highways’ comment, set out in the first row in Table 3 of this document, which would prevent the construction or occupation of buildings exceeding certain sizes or specific thresholds of total vehicle trip generation to/from the Site, unless or until traffic modelling has been undertaken to</p>

Stakeholder	Summary	Response
	<p>then ensure any LDO development will not result in a net increase in traffic levels.</p> <ul style="list-style-type: none"> The approach taken is not holistic and could result in other developments elsewhere being made unviable. Therefore, the wider area needs to be further considered. <p>It is suggested that the Council either withdraws the LDO and continues with the GNSP process (to ensure strategic planning) or pause it to consider further and more robust transport modelling work to assess cumulative impacts.</p>	<p>determine any impacts on the highway and subject to agreement by NHs and LHAs.</p> <p>See Appendix A3 for the response note issued to National Highways in May 2023, concerning transport mitigation. It outlines a comprehensive plan for improving highway capacity to tackle the effects of the Proposed Development and meet the transportation demands of other major developments in the region.</p> <p>This phased approach to release any development exceeding set floorspace or trip generation limits, set out in Condition 6, would ensure that mitigation measures required are committed to or implemented prior to any further development being permitted.</p> <p>This approach also ensures that a change in government policy towards power station closure would not result in trips generated by the development being allowed onto the network in addition to those generated by the power station. It is made clear that excess trips from the Site would trigger a pause in development for further modelling.</p>
British Gypsum	<p>Concerns about the LDO on the basis that as currently drafted it would lead to the sterilisation of at least 2 million tonnes of high-grade, viable and quarriable gypsum for which British Gypsum owns the freehold mineral rights. There is evidence to suggest that an additional 1 million tonnes of gypsum which may be viable to mine by underground methods could be sterilised further to the north of the site.</p> <p>British Gypsum has not been consulted on the LDO process so far. British Gypsum is generally supportive of both the EMERGE and LDO proposals but needs to ensure that its mineral ownership interests are protected.</p>	<p>It should be highlighted that Nottinghamshire County Council (NCC) was consulted on the LDO and made comments in its capacity as Minerals Planning Authority. NCC initially raised no matters of concern in respect of minerals issues but have subsequently amended its comments following representations from British Gypsum. In light of the comments from British Gypsum, Condition 19 has been added to the LDO and Statement of Reasons to allow for investigation into the economic viability of extracting gypsum and to ensure that any reserves that can be extracted economically within a reasonable timeframe are able to be mined in such a way as to not prejudice delivery of the LDO.</p> <p>This condition states that no development permitted by the LDO shall take place within a certain area (see new Potential Gypsum Resource Area Parameter Plan in the LDO), and infrastructure associated with rail loading of gypsum shall be retained within the Site, for a period of 36 months from the date of adoption of this LDO. This is to allow sufficient time for a planning application for the extraction of gypsum to be made and determined and for mining to have taken place. Following the expiry of the 36 month period, or earlier if certain conditions are met, development within this area can proceed pursuant to this LDO, and it is no longer a requirement to retain infrastructure associated with rail loading of gypsum.</p> <p>It is important to note that the LDO does not grant consent for any mineral</p>

Stakeholder	Summary	Response
		extraction and this condition on the LDO does not make any judgement on whether the minerals can be recovered in an acceptable manner nor whether any planning permission for minerals extraction should be granted. Any such mineral recovery would need to be assessed via a separate planning application to the minerals authority, supported by appropriate application documentation and assessments.

3.2 Local resident and other interested party responses

A total of 45 responses were received from non-statutory consultees, comprising of members of the public and other stakeholders. To avoid duplication, a process was applied to summarise and condense the feedback received. Common themes were identified from the comments and are presented in Table 8.

The most common representations were in relation to traffic and pedestrian accessibility in nearby areas, environmental impact (primarily at the Southern Area), loss of Green Belt land and building height limits.

Table 8 – Summary of responses from non-statutory consultees grouped by theme

Theme	Summary of feedback	Response
Strategic road network and public transport	<p>The key issues consultees face regarding strategic road network and public transport include concerns about the existing infrastructure not being able to handle the increased volume of traffic from new developments, and a lack of thought given to transport links and infrastructure in the planning process. Comments expressed concerns about potential traffic congestion on the Strategic Road Network (SRN) because of the proposed scheme.</p> <p>Additionally, comments raised concerns about the lack of provisions for public transportation, given the Site’s proximity to the railway station and park and ride infrastructure. The current transport modelling suggests that the proposed scheme would have a negative impact on the operation of the SRN, including causing delays on the M1.</p>	<p>A Transport Note (refer to Appendix A1) was created in response to comments from all Highway Authorities, outlining the revised approach to providing appropriate mitigation measures. Ongoing engagement has taken place with National Highways (refer to Appendices A2 to A4).</p> <p>The need for a comprehensive transport solution to increase highway capacity, accommodating traffic from not just the LDO Site but other major developments, including HS2 and other Freeport or East Midlands Development Company proposals, is recognised. The solution will require collaboration between developers and public bodies and may take time to implement. The LDO development’s initial phases will have minimal impact on the SRN and its later stages will be restricted under the provisions of Condition 6 until a comprehensive transport solution is agreed.</p> <p>The proposed transport measures aim to improve public transport, encourage cycling and walking, and include a shuttle bus, improved bus services, direct access to the Site from the rail station, cycleway improvements, a Travel Plan coordinator, and employee incentives for public transport. The requirement for a Sustainable Transport Strategy has been added to the LDO conditions as proposed by National Highways and Nottinghamshire County Council as Highway Authority.</p>
Local roads	<p>Local roads are also a concern, with consultees expressing worries about the deterioration of road surfaces and the potential for increased traffic to cause harm to pedestrians. Concerns were raised by consultees about the potential for increased traffic in the immediate vicinity and surrounding areas of the proposed development site. Comments were raised about traffic-related issues, both during the construction phase and after the completion of the project. They believed that if the impacts of the development on the</p>	<p>The Transport Assessment shows that most traffic to the LDO Site will use the Strategic Road Network, which will ultimately require mitigation to ensure adequate capacity and safety. Condition 6 addresses this by providing for development to be brought forward in phases, with modelling and mitigation undertaken before the next phase is permitted to come forward.</p> <p>Two further Transport Notes (refer to Appendices A1 and A3) were produced in response to comments from NH and other Highway Authorities, outlining the</p>

Theme	Summary of feedback	Response
	<p>Strategic Road Network (SRN) are not properly addressed, it could result in negative effects on local roads, including an increase in traffic on roads immediately surrounding the site and potentially impacting local roads in nearby villages.</p>	<p>revised approach to providing appropriate mitigation measures.</p> <p>To address local traffic concerns, the LDO will fund a traffic management study for affected areas, including mitigation measures such as signage, lights, and enforcement. The LDO will also require a contribution to pedestrian and cycle improvements.</p> <p>To promote use of public transport, a Sustainable Transport Strategy will be submitted to and approved by the Council prior to occupation of new development. The strategy will also examine opportunities to improve bus services to local communities, where appropriate.</p>
<p>Ecology and biodiversity</p>	<p>Ecology and biodiversity are also a concern, with consultees arguing that economic gains are being placed above the environment and that industrial developments are being built on land that should be protected for wildlife. Concerns about the development's impact on ecology and biodiversity were expressed by stakeholders who commented on the impact of the development on the environment, biodiversity, and wildlife. They specifically commented uncertainty about how the BNG will be implemented. Concerns included potential tree loss, tree protection and impacts to ecosystems.</p>	<p>The LDO sets high standards for design, landscaping, and Biodiversity Net Gain (BNG). Based on feedback, the wording of Section 3.3 of the LDO and the accompanying Statement of Reasons document has been revised to reflect these expectations.</p> <p>The LDO requires development to achieve a minimum 10% net BNG, exceeding current policy requirements. The LDO establishes a hierarchy for delivering BNG, prioritising on-site options and requiring a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance.</p> <p>The Design Guide is amended to encourage green roofs and solar PV, and the long-term management of BNG areas must be included in the Biodiversity Mitigation Strategy. The Biodiversity Mitigation Strategy must be agreed before construction and updated at each certificate application.</p>
<p>Green Belt</p>	<p>Concerns about the loss of the Green Belt as a result of the development and lack of justification to release this area of the Green Belt</p>	<p>The entire LDO site is in the Green Belt, and building is only allowed if VSC can be demonstrated to outweigh the harm.</p> <p>The VSC for the Proposed Development are outlined in Section 7.5 of the LDO and its Statement of Reasons and is considered a robust assessment.</p>
<p>The Southern Area</p>	<p>The Southern Area is a specific concern, with consultees questioning the motive for the development and arguing that the plans are "vague" on the size of buildings and their impact on local biodiversity.</p> <p>Stakeholders expressed concerns over development taking place on the land south of the A453 (Southern Area). They highlighted that this land differs in nature from the built-up, industrial land to the north of the A453 (Northern Area). Comments included a general query about a loss of the area's open, rural, countryside feel due to development, especially at the Southern Area of the Site.</p>	<p>The Southern Area of the Site is part of the East Midlands Freeport, making it important to include within the LDO boundary.</p> <p>The Southern Area will play a vital role in realising the overall vision for the Site and is a key aspect of the development. Developing the currently unused or underutilised areas of the Site is necessary to meet the government's ambitious Freeport objectives. Quickly creating jobs in these areas before the closure of the current Power Station will provide the best chance of retaining and reskilling the workforce and capitalising on the new green energy and advanced manufacturing opportunities that arise from the Site's redevelopment.</p>
<p>Building heights and visual impact</p>	<p>Building heights and visual impact are also a concern.</p> <p>Consultees commented on the scale and height parameters set by the LDO for buildings on the Site and their possible visual impact. Many felt the building parameters set were too tall for this area of the Green Belt and that it would cause adverse visual impact upon the surroundings,</p>	<p>The Parameter Plans define the limits (area and height) for new development. The height limit was determined after evaluating the visual impact on the wider landscape and considering the heights of recently built structures for large gigafactories, manufacturing, and logistics operations.</p> <p>Although the Parameter Plans establish maximum heights, it is unlikely that development would occupy the entire permitted height envelope. Notwithstanding</p>

Theme	Summary of feedback	Response
	notably the height restriction to buildings proposed for the Southern Area.	the initial visual assessment, after consideration of representations, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to establish a general maximum height of 30 metres in the Southern Area, except in exceptional cases, where a maximum height of 40 metres over 20% of Plot I is allowed. This is considered an appropriate balance between attracting investment and addressing concerns about visual impact.

4. Conclusion

This Statement of Community Involvement has given an account of all consultation activities undertaken during the preparation and consultation of the draft LDO for the redevelopment of the Ratcliffe-on-Soar Power Station Site.

The Council, as the Promoter of the Local Development Order (LDO), conducted the initial round of engagement on a non-statutory basis. The purpose was to introduce the LDO, provide information to local stakeholders and interested parties, and gather feedback to assist in developing the LDO and supporting documents. This consultation took place between September 2021 and January 2022.

The second consultation was held from 21st July to 5th September 2022 and is the statutory consultation required under legislation as part of the formal process of adopting an LDO.

This third consultation, held from 15th December 2022 to 19th January 2023, provided stakeholders with the opportunity to review and provide feedback on the revisions made to the draft Local Development Order (LDO) submission documents as a result of the statutory consultation feedback. It also included consultation on an addendum to the Environmental Impact Assessment and a supplementary document considering demolition impacts.

The approach taken to the consultation process has been designed to be transparent, inclusive, and as comprehensive as possible in accordance with national and local policy and best practice guidance. Beyond the formal consultation period, ongoing dialogue has been maintained with statutory and technical stakeholders as needed.

Where concerns have been raised, efforts have been made to either revise the LDO or to ensure appropriate mitigation measures are in place. Where this has not been possible or where the concerns fall outside of the scope of this LDO, explanations have been provided in the form of a detailed project response.

Respondents were also invited to provide feedback on the overall consultation process and any concerns that have been addressed. Where revisions to the LDO were not possible, explanations have been provided.

Appendix A1: Transport Response Note Jan 2023

Responding to January comments from National Highways & Local Highway Authorities

ARUP

Subject	Ratcliffe-on-Soar LDO
Job No/Ref	283253
Date	27 January 2023

Ratcliffe-on-Soar LDO

Response to Jan 2023 comments from National Highways & Local Highway Authorities

Following statutory consultation in Summer 2022 on the draft Ratcliffe-on-Soar Local Development Order (LDO), minor amendments were incorporated into the documents in response to comments from stakeholders. For highways matters, the amendments were set out in the document "Ratcliffe-on-Soar LDO, Response to Comments from National Highways & Local Highway Authorities" dated 21st October 2022 [the October 21st Transport Note]. The proposed amendments were subject to a second consultation between 15th December 2022 and 19th January 2023 and further comments have been raised by National Highways and the Local Transport Authorities. This note has been produced both to respond to these latest comments and to support Rushcliffe Borough Council in determining the LDO.

1. Introduction

Extensive engagement has taken place with National Highways [NH] and the Local Highway Authorities [LHAs] over the past 17 months. Discussions commenced in Autumn 2021 to agree the scope of the transport assessment, trip generation and modelling approach. This was reflected in the Transport Assessment and Framework Travel Plan published to support the draft LDO in July 2022.

Following the Summer 2022 consultation, further meetings have taken place with NH and the LHAs to agree an approach to the issues raised. This concluded in the 21st October Transport Note which was issued to NH and the LHAs on this date. Discussions continued during November and December 2022 to refine the approach.

National Highways comments

NH's response to the second round of consultation on 19th January 2023, raises a number of additional issues as follows:

- Potential that the Power Station may continue to function when Phase 1 development is operational
- Further details of inter-peak flows on M1 motorway requested
- Traffic modelling requested for the peak periods in the Phase 1 + 2 development scenario.
- Modelling of inter-peak flows on M1 Jn24 and other SRN junctions requested.
- Questions relating to the Site Wide Travel Plan, Operational Management Plan, Sustainable Transport Package
- Clarification of mechanism to deliver mitigation works on the Strategic Highway Network

Nottinghamshire County Council comments

Nottinghamshire County Council [NCC] also responded to the second round of consultation. They confirmed that they are satisfied that the traffic generated by development phases 1 and 2 would not

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result in a detrimental impact on the local road network, provided that NH can confirm that there is sufficient capacity on the Strategic Road Network to avoid displacement of traffic onto local roads.

NCC suggested that the AM and PM peaks be extended to control the number of trips close to the peaks (i.e. 07.00-09.00 and 16.00-17.00). They supported the proposals to restrict development of Phase 3 until further modelling has been undertaken and a holistic transport solution has been developed. NCC welcomed the proposed contribution to a Traffic Management Study and implementation of recommendations.

Leicestershire County Council comments

Leicestershire County Council [LCC] consider the residual cumulative impacts to be severe and advise 'refusal' on transport/highway grounds. They do not consider that the approach of limiting development prior to developing a scheme of mitigation to meet the tests for conditions set out in the NPPF. They also question the use and validity of the East Midlands Gateway Strategic Model and the methodology behind the calculation of trip rates for phases 1 and 2. LCC request further details on how the Certificate of Compliance process will work. They welcomed the amendment to provide a Public Transport Strategy.

Other responses

A number of other bodies have also responded to the consultation. Many make similar comments to NH and the LHAs. There has also been requests for details of the traffic management schemes proposed for the local road network.

The following sections respond to these issues and set out a revised approach which seeks to enable the development whilst providing sufficient controls so that impacts on the highway network are managed to an acceptable level.

2. Context

The UK Government is promoting Freeports as "*a flagship government programme that will play an important part in the UK's post-Covid economic recovery and contribute to realising the levelling up agenda, bringing jobs, investment and prosperity to some of the most deprived communities...*". Government policy objectives for Freeports are to "*establish national hubs for global trade and investment; promote regeneration and job creation; and to create hotbeds for innovation*"¹.

¹ Government Policy on Freeports, 14th February 2022, House of Commons Library (<https://researchbriefings.files.parliament.uk/documents/CBP-8823/CBP-8823.pdf>)

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Government has set ambitious timescales for the delivery of Freeports incentivising development to come forward before September 2026². In part, this is driven by the UK's desire to capture major international investment opportunities in high-tech and net-zero related businesses.

The Ratcliffe Site [the Site] forms part of the East Midlands Freeport, approved by UK Government in March 2021. As part of the Freeport organisation, Rushcliffe Borough Council is seeking to establish a Local Development Order [LDO] to set the planning framework within which development can come forwards at this Site.

It is understood that there has been considerable interest from investors who are considering the Site as a potential location for new operations. As set out in the Local Development Order and Statement of Reasons, this site is a major opportunity to generate economic growth and support a jobs transition to advanced manufacturing, renewable energy and low-carbon technologies, noting that the existing power station operations will cease in 2024 in line with government policy³.

There is therefore considerable interest in commencing development at the Site within the near future.

As set out in the Transport Assessment, the full development of the Site, together with the delivery of other major projects in the region (including the other two freeport sites (EMAGIC, EMIP), final phase of East Midlands Gateway and housing developments) will generate significant traffic impacts on the strategic highway network. The development of East Midlands Parkway station to accommodate HS2 services will also generate further impacts. Therefore, and as requested by NH, a holistic transport solution is required. As set out in the 21st October Transport Note, developing this transport solution will require good collaboration between the various stakeholders and it is likely to take a number of years to arrive at a final solution. Positively, it is understood that the East Midlands Development Company⁴ [EMDevCo] is seeking to coordinate stakeholders to develop this holistic solution, working with NH and others. HS2 Ltd have also indicated their support for this approach and their willingness to contribute to developing an appropriate solution⁵.

In response to this situation, the draft LDO included Condition 6 which allows development at the Ratcliffe Site to commence but sets a threshold which prevents the later stages of the development to come forward until such time as a holistic transport solution has been agreed together with proposals for implementation. As set out in the 21st October Transport Note, Condition 6 was amended to reflect comments raised by NH and the LHAs.

² Freeports Bidding Prospectus, November 2020
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/935493/Freeports_Bidding_Prospectus_web_final.pdf

³ <https://www.unipet.energy/news/unipet-reaches-agreement-to-support-the-government-in-boosting-the-uks-security-of-supply-this-winter>

⁴ EMDevCo is a company owned by five local authorities (Bloxstowe, Leicestershire, North West Leicestershire, Nottinghamshire & Rushcliffe) to promote economic growth in the areas in around Toton & Chetwynd, Ratcliffe Power Station and East Midlands Airport

⁵ Refer HS2 Ltd's response to the second round of consultation

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3. Approach

The Transport Assessment sets out how the development at the Site will come forward in the following broad phases:

- Phase 1 – development of vacant and under-utilised areas of the Site available in the near term
- Phase 2 – development of the coal stockpile area following closure of the Power Station in 2024
- Phase 3 – development of the area currently occupied by power station buildings and cooling towers

As detailed below, it was considered that AM and PM peak hour traffic flows from Phases 1 and 2 were either below, or similar to, existing flows and could therefore be accommodated on the highway network. Mitigation measures, developed in conjunction with the promoters of the other major projects, would need to be implemented before Phase 3 could proceed.

Peak Hour Trips

The proposed development mix identifies that manufacturing, energy and logistics uses will be located in Phase 1 and 2 areas. These uses typically operate on a shift pattern with the main traffic movements occurring during off-peak periods. The number of peak hour trips generated by Phases 1 and 2 is therefore relatively small.

Given that the existing power station will close, the Transport Assessment sets out how the impact of the new trips generated by Phase 1 and Phase 2 development will be offset by the cessation of trips associated with the power station (see Table 1 below).

It is highlighted that the extant trips used in the Transport Assessment (and shown in Table 1 below) relate to current operations at the power station. In the recent past however, the number of vehicle movements associated with the power station has been significantly higher. At its peak, there were 3,500 staff on site 24/7, generating an average of c.470 two-way HGV movements per day (see section 2.1, 6.3.1.1 and 8.6.4 of the TA). Therefore, the approach set out in the Transport Assessment is conservative.

Table 1: Peak Hour Trips to/from the Site

Development Scenario	Vehicle Movements to/from Site	
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Extant Use (Current Power Station Use + EMERGE Centre)	522	331
Phase 1 Development		
Phase 1 Development (including retained + EMERGE)	347	329
Net Change to Extant Use	-175	-2
Phase 1 + 2 Development		
Phase 2 Development	210	122
Phase 1 + Phase 2 Development (including retained + EMERGE)	557	451
Net Change to Extant Use	-35	-120

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Phase 1 development therefore results in a net decrease in peak hour vehicular trips to/from the Site compared to existing flows.

Phase 1 + Phase 2 development results in a small increase in peak hour trips to/from the Site. As reported in Table 4 of the 21st October Transport Note, this increase is considered to be relatively insignificant given the traffic volumes using the existing network (eg. c.10,000 and c.8,800 vehicles passing through MI junction 24 in the AM and PM peaks, and c.4,200 and c.4,500 vehicles passing through the Mill Hill Roundabout (A453) in the AM & PM peaks).

Condition 6 of the LDO was proposed to allow Phase 1 and Phase 2 development to proceed, as the AM and PM peak hour impact on the existing highway network was relatively small. Development which generated peak trips in excess of these levels would not be permitted until a holistic transport solution had been agreed/implemented.

This approach was recognised by National Highways in their 5th September 2022 comments which noted that “Phase 3 contributes the largest trip generation” and concluded that National Highways “may be unable to support the full occupation of the site prior to suitable highways mitigation being delivered”. From this we infer that partial occupation of the site would be acceptable prior to delivering transport mitigation.

Off-Peak Trips

Due to the nature of the Phase 1 and 2 development it is expected that there would be 24/7 working with shifts, meaning the majority of trips generated would occur outside the AM and PM peak hours. The Transport Assessment assumed that the primary shift changes would occur at 06.00, 14.00 and 22.00 for the majority of uses in Phases 1 and 2. As shown in Table 2 below, this assumption results in a noticeable peak of development-related movements around the shift changeover times. The highest hourly movements occurring between 1300-1400 when general daytime operational traffic is higher and coincides with the afternoon shift changeover.

Table 2 – Daily traffic flows to/from development (Phases 1 and 2)

Time period	Vehicular Movements to/from site (vehicles)	
	Phase 1 Development (including retained + EMERGE)	Phase 1 + Phase 2 Development (including retained + EMERGE)
0000-0100	0	0
0100-0200	0	0
0200-0300	0	0
0300-0400	0	0
0400-0500	253	253
0500-0600	1272	1323
0600-0700	1099	1187
0700-0800	152	301

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Time period	Vehicular Movements to/from site (vehicles)	
	Phase 1 Development (including retained + EMERGE)	Phase 1 + Phase 2 Development (including retained + EMERGE)
0800-0900	347	557
0900-1000	46	289
1000-1100	53	174
1100-1200	47	213
1200-1300	299	478
1300-1400	1321	1584
1400-1500	1088	1227
1500-1600	94	206
1600-1700	90	245
1700-1800	329	451
1800-1900	27	154
1900-2000	38	70
2000-2100	269	327
2100-2200	1266	1266
2200-2300	1013	1013
2300-0000	0	0

The 21st October Transport Note (specifically Table 6) reported on how the 1300-1400 development trips from Phase 1 and 2 would impact on the A453 background traffic, and how this compared to the AM and PM peak hour baseline traffic flows (without development). Tables 3 and 4 below, expand on this, separately reporting on the impact of Phase 1 only and Phase 1 and 2, and also detailing the impact on the M1 mainline north and south of M1 Junction 24.

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Table 3 – Inter-peak traffic flows* (with phase 1 development only) compared against peak traffic flows (2026 without development)

Highway Link	Direction	Max peak flow on highway network - from 2026 Reference Case model (ie No Development) (vehicles)	Inter-peak traffic flows (1300-1400)			Difference With development inter-peak flow vs max peak baseline flow
			Baseline flow on highway network (vehicles)	Net increase in trip generation from Phase 1 (vehicles)	Total inter-peak flow with Phase 1 development (vehicles)	
A453 between M1 Jn24 & Site	Eastbound	2056 (PM peak)	1305	645	1950	-106 (-5%)
	Westbound	2286 (AM peak)	1253	136	1389	-897 (-39%)
A453 between Site & Mill Hill Roundabout	Eastbound	1895 (PM peak)	1240	71	1311	-584 (-31%)
	Westbound	1954 (PM peak)	1144	336	1480	-474 (-24%)
M1 running lanes south of Jn 24	Northbound	5812 (PM peak)	4472	209	4681	-1131 (-20%)
	Southbound	6091 (AM peak)	4372	44	4416	-1675 (-28%)
M1 running lanes north of Jn24	Northbound	5848 (PM peak)	3880	17	3897	-1951 (-33%)
	Southbound	5243 (AM peak)	3688	81	3768	-1474 (-28%)

Notes:

1. The total net increase in inter-peak generated trips as a result of the Phase 1 development is 1,235
 2. Distribution of generated trips on A453 based on site access turning movements from EMGM
 3. Distribution of generated trips on M1 based on M1 J24 with development turning movements from EMGM
- * the equivalent PCU figures are appended to this note

Table 4 – Inter-peak traffic flows* (with development phases 1 & 2) compared against peak traffic flows (2026 without development)

Highway Link	Direction	Max peak flow on highway network - from 2026 Reference Case model (ie No Development) (vehicles)	Inter-peak traffic flows (1300-1400)			Difference with development inter-peak flow vs max baseline peak flow
			Baseline flow on highway network (vehicles)	Net increase in trip generation from Phases 1 & 2 (vehicles)	Total inter-peak flow with development Phase 1 & 2 (vehicles)	
A453 between M1 Jn24 & Site	Eastbound	2056 (PM peak)	1305	728	2033	-24 (-1%)
	Westbound	2286 (AM peak)	1253	220	1472	-813 (-36%)
A453 between Site & Mill Hill Roundabout	Eastbound	1895 (PM peak)	1240	114	1354	-540 (-29%)
	Westbound	1954 (PM peak)	1144	379	1523	-431 (-22%)
M1 running lanes south of Jn 24	Northbound	5812 (PM peak)	4472	236	4708	-1104 (-19%)
	Southbound	6091 (AM peak)	4372	71	4443	-1648 (-27%)
M1 running lanes north of Jn24	Northbound	5848 (PM peak)	3880	27	3908	-1940 (-33%)
	Southbound	5243 (AM peak)	3688	91	3779	-1464 (-28%)

Notes:

1. The total net increase in inter-peak generated trips as a result of the Phase 1 and 2 development is 1,497
2. Distribution of generated trips on A453 based on site access turning movements from EMGM

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3. Distribution of generated trips on M1 based on M1 J24 with development turning movements from EMGM
* the equivalent PCU figures are appended to this note

The data presented in Tables 3 and 4 demonstrates that for Phase 1 only, and for Phases 1 and 2, the with-development inter-peak flows on the A453 and M1 would be less than the AM and PM peak flows in the without-development 2026 Reference Case. This indicates that the operation of the road network in the inter-peak should be no worse than it would be in the AM and PM peak hours and generally better.

This analysis is conservative as it assumes that the majority of uses in Phases 1 and 2 would operate a three-shift pattern and adopt the same changeover times. This can be considered a worst-case scenario in terms of the peak development trip generation and the associated inter-peak impact. The daily profile shown in Table 2 highlights the large variance in trip generation in the hours around the three shift changeover times and at other times of the day. This highlights the opportunity for use of varying shift patterns to smooth travel demand through the day. Adopting such an approach would have several benefits including:

- Reduction in peak hour trip generation from the site. This will reduce impacts on the Strategic Road Network and the local road network during the inter-peak period.
- Generating a flatter profile for bus demand across the day. This would help to support a more regular bus service. As suggested by bus operators, shift changeover times could also be planned around the working patterns of other major employers in the local area to further smooth demand for bus travel.
- Generating a flatter profile for rail demand across the day. This would help address any concerns over capacity issues, although Network Rail had indicated that they did not expect capacity issues from the development either on the trains or at East Midlands Parkway station.

Phase 1 and 2 of the development is split into six main plots, with the potential that each plot could have a number of different buildings and occupiers. Each of these occupiers could operate a different shift pattern. As outlined in the 21st October Transport Note, there is opportunity to use a site-wide travel planning approach, to stagger shift changes so that travel demands will be dispersed across the day.

Following issue of the 21st October Transport Note, NH were contacted to obtain their views on the proposals. In their email dated 23rd November 2022 they wrote *"Based on the information provided, National Highways are likely to be able to agree to Phase 1 of the Ratcliffe Freeport coming forward without need for highways mitigation or further junction assessments. This is because Phase 1 demonstrates a net decrease in trips on the network."* This provided confidence that a controlled approach to development would be acceptable.

In this email, NH also stated *"Phase 2 however is an increase in trips... the increase in the PM peak of phase 1 & 2 combined is noted to be 120 trips. If 60% of these trips go through M1 J24, this equates to 72 vehicles (114 PCUs). This is over the threshold in which National Highway expects to see junction modelling to understand the impact. This will determine if the junction can accommodate this increase... As such, to agree to Phase 1 and 2 coming forward, we would wish to*

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see modelling of M1 J24 using a Vissim model... Assuming that the above-mentioned junction modelling doesn't give rise to capacity issues, we would likely be able to agree to Condition (6) wording similar to that proposed in your letter."

In response to a follow-up enquiry National Highways confirmed that their threshold for junction capacity assessment is 30 or more two-way trips. As the additional trips for Phases 1 and 2 are higher than 30, we developed a revised approach, splitting Phase 2 into two parts, Phase 2a and Phase 2b.

This revised approach was set out in our email to National Highways, dated 16th December. In their letter of 19th January NH advised that they could not support the revised proposal, referencing concerns about the inter-peak flows and advising that more assessment work will be required to understand the impact of development phases 1 and 2.

4. Addressing National Highways concerns

With reference to NH's letter of 19th January 2023, it is acknowledged that modelling is now required for the Phase 1 & 2 scenario, in addition to the modelling already required for the Phase 1, 2 & 3 scenario. However, noting that existing work has been ongoing for many months and recognising that the scope of the Phase 1 & 2 modelling would need to be discussed and agreed, it is likely that this will take significant time. There is concern that this would negatively impact on Government's Freeport programme and potentially deter investment. There may also be suggestions that this additional modelling should be aligned with work led by EM DevCo (or others) to develop the holistic transport solution for the region, and this would require additional time.

Noting NH's supportive comments regarding Phase 1 development, a pragmatic approach is suggested which would enable development to commence in a limited way that should not cause undue impact on the highway network. This would allow sufficient time to progress the modelling of subsequent phases to the satisfaction of NH and the LHAs.

Revised approach

It is proposed that the Ratcliffe on Soar LDO development can proceed in a phased way as follows:

- 1) A first phase of development may proceed without mitigation or further junction modelling, based on the following
 - a) Peak AM & PM traffic flows to/from the Site* do not exceed existing levels**.
 - b) NCC's proposal that the AM and PM peak period for capped traffic flows to/from the Site is extended to cover two hours is applied (ie 07.00-09.00 & 16.00-18.00)
 - c) Inter-peak flows to/from the Site do not exceed 920 vehicle movements in any one hour***
- 2) A second phase of development may be able to proceed without mitigation if it can be demonstrated through additional modelling that the impact on the highway network is not severe. The modelling and the limits on peak and inter-peak traffic will need to be agreed

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with National Highways and Local Highway Authorities before development can be occupied.

- 3) A third (and final) phase of development can only proceed once additional modelling has been undertaken together with other project promoters to agree a holistic transport solution for the wider region. This solution (including funding and delivery mechanisms) will need to be agreed with National Highways and Local Highway Authorities before development can be occupied.

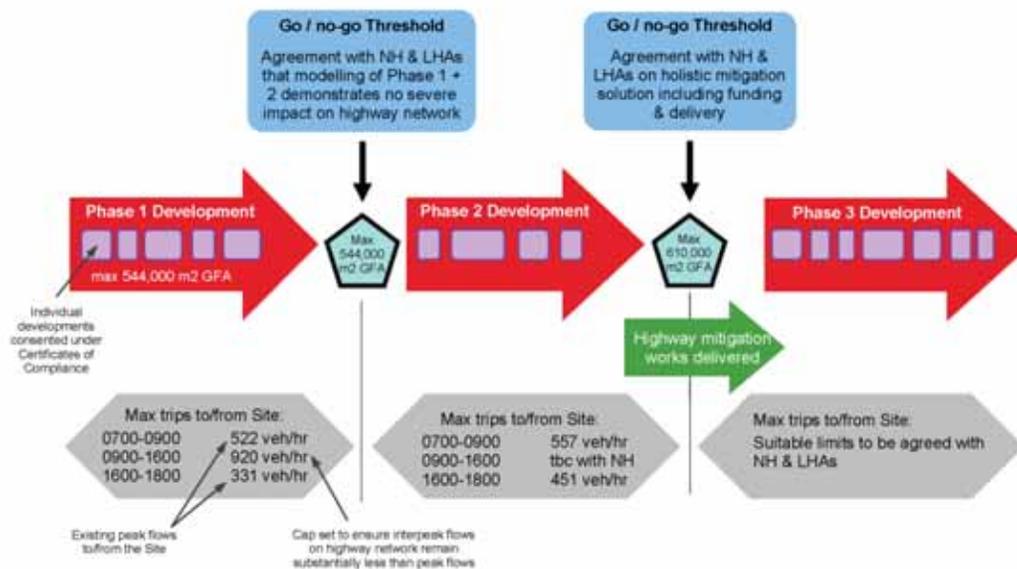
Notes:

* The term "Site" is proposed in place of "Development" to address NH's concern that there may be an overlap of activities relating to the power station and the new development. Referring to "Site" simplifies monitoring and places the onus on the site owner/developer(s) to manage operational vehicle movements so not to exceed the cap.

** These would be the current traffic levels at the Site. As noted in section 3, traffic related to the site is currently uncontrolled, and historically the Site has generated much larger flows. Granting of the LDO with conditions will therefore provide a control on the trips generated by the Site going forwards.

*** With reference to Tables 2 and 3, this restriction is intended to cap interpeak flows on the highway network to below 85% of peak flows

This can be shown diagrammatically as follows:



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It is considered that this approach to Phase 1 would not create additional impacts on the highway network during the AM and PM peak hours, and that inter-peak traffic flows would remain significantly below the AM and PM peak levels, whilst retaining flexibility to accommodate the forecast vehicular trip generation. Table 5 below demonstrates that by limiting inter-peak flows to/from the development to 920 vehicles (extant movements plus an additional 833 vehicles generated by Phase 1 development), the inter-peak traffic flows on the highway network (A453 and M1) would be up to 85% of the maximum peak hour flow and on-average 71% of the maximum peak hour flows. This shows that, with a cap on the Phase 1 trip generation, the traffic flows would remain substantially below the AM and PM peak flows. This suggests that the road network operation in the inter-peak would remain significantly better than in the AM and PM peak hour. With the same trip generation cap applied to all the hours between 0900 and 1600 when baseline traffic would potentially be lower than the inter-peak, it is unlikely that the generated trips would significantly impact conditions on the highway network.

Table 5 – Inter-peak traffic flows with capped phase 1 development only, and compared against peak traffic flows (2026 without development)

Highway Link	Direction	Max peak flow on highway network - from 2026 Reference Case model (ie No Development) (vehicles)	Inter-peak traffic flows (1300-1400)			Difference with development inter-peak flow vs max peak baseline flow
			Baseline flow on highway network (vehicles)	Net increase in trip generation with cap on Phase 1 (vehicles)	Total inter-peak flow with cap on Phase 1 (vehicles)	
A453 between M1 Jn24 & Site	Eastbound	2056 (PM peak)	1305	443	1748	-309 (-15%)
	Westbound	2286 (AM peak)	1253	84	1337	-949 (-42%)
A453 between Site & Mill Hill Roundabout	Eastbound	1895 (PM peak)	1240	44	1284	-611 (-32%)
	Westbound	1954 (AM peak)	1144	230	1374	-579 (-30%)
M1 running lanes south of Jn 24	Northbound	5812 (PM peak)	4472	144	4615	-1197 (-21%)
	Southbound	6091 (AM peak)	4372	27	4399	-1692 (-28%)
M1 running lanes north of Jn24	Northbound	5848 (PM peak)	3880	11	3891	-1957 (-34%)
	Southbound	5243 (AM peak)	3688	55	3743	-1500 (-29%)

* the equivalent PCU figures are appended to this note

Furthermore, it is highlighted that the proposed caps on vehicle movements to/from the site during the peak and inter-peak periods will act as a strong incentive for the master-developer and the occupiers on the Site to work together, applying site-wide travel planning to coordinate working patterns and promote sustainable travel. This, in turn, will help to smooth travel demand across the day which will increase the effectiveness of Travel Plan measures and support bus services to the site.

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Proposed revision to LDO Condition 6

Condition 6 of the LDO is the mechanism by which these proposed controls are implemented in line with Planning Law. Condition 6 sets clear and precise parameters by which the Council can determine whether development is in accordance with its requirements.

It is proposed that Condition 6 is amended as follows to reflect the revised approach set out above (amendments to wording in red):

<p>Development on the site shall proceed in accordance with the following.</p> <p>a) No building that results in the total quantum of development permitted by the LDO exceeding 544,000 m² GFA, or which generates operational vehicle trips (total) to/from the Site in excess of one of the following thresholds:</p> <ul style="list-style-type: none"> i. 522 trips per hour in the AM peak period (07.00 to 09.00), or ii. 920 trips per hour during the inter-peak period (09.00 to 16.00), or iii. 331 trips per hour in the PM peak period (16.00-18.00) <p>may be occupied until traffic modelling has been undertaken to assess the impact on M1 Junction 24 and the wider highway network during the AM peak, PM peak and inter-peak hours, and it has been agreed with National Highways that development traffic above this threshold would not have a severe impact on the operation of the highway.</p> <p>b) No building that results in the total quantum of development permitted by the LDO on the Site exceeding 610,000 m² GFA, or which generates operational vehicle trips (total) to/from the Site in excess of one of the following thresholds:</p> <ul style="list-style-type: none"> i. 557 trips per hour in the AM peak period (07.00 to 09.00) or, ii. a number of trips per hour first to be agreed with National Highways during the inter-peak period (09.00 to 16.00), or iii. 451 trips per hour in the PM peak period (16.00-18.00) <p>may be occupied until such time as a package of highway works to mitigate for highway impacts has been implemented or an agreement is in place between the developer, National Highways and/or the relevant highway authority for the delivery of these works. The package of highway works shall be agreed with National Highways and the relevant local Highway Authorities and shall be based on vehicle trip monitoring and updated traffic modelling incorporating all known and/or committed development at that time.</p>	<p>To ensure that development traffic which exceeds existing levels during peak periods or which might generate inter-peak flows in excess of existing peak flows does not create a severe impact on the highway network.</p> <p>To ensure that the required transport mitigation measures are delivered at the appropriate time to address the impacts from the development and that a holistic transport solution is achieved which accommodates the needs of other major developments planned to come forward in the local area.</p>
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Furthermore, with the Site-Wide and Plot-Specific Travel Plans required as part of a submission for a Certificate of Compliance (see following section), and the submission of annual Travel Plan monitoring reports, the Council will have the information to determine when an individual

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development may cause an exceedance of a threshold. Should the Council decide that the threshold(s) set out in Condition 6 are likely to be exceeded, a Certificate of Compliance shall not be awarded and the development may not proceed.

Site Wide & Plot Specific Travel Plans

With reference to NH's comments about the Site Wide Travel Plan and Operational Management Plan, it is highlighted that Condition 10 of the LDO requires a Site Wide Travel Plan to be approved by the Council prior to any development taking place. This will include provision for the appointment of a Site Travel Plan Coordinator and arrangements for monitoring and review.

Furthermore, and as set out in the Submission Checklist in Appendix C of the LDO, each application for a Certificate of Compliance must include a Plot Specific Travel Plan (PSTP), including a monitoring regime to achieve the modal shift targets and supporting mechanisms for securing additional sustainable transport measures.

In response to matters raised in the Summer 2022 consultation, the submission checklist for Certificates of Compliance applications was amended to include a specific requirement for PSTP's to provide the following:

- Hourly break-down of estimated vehicle trips to and from the development during the day. Where relevant, timings of shift change over shall be highlighted
- A summary of the cumulative trips per hour generated by both the proposed development and other developments which have been awarded Certificates of Compliance

This information, together with details of the actual trips and working patterns submitted through annual Travel Plan monitoring, will be used by the Council to ensure compliance with Condition 6. Should the Council decide that the threshold(s) set out in Condition 6 are likely to be exceeded, a Certificate of Compliance would not be awarded, and the development may not proceed. As with any planning condition, the Council would also be able to take enforcement action should there be any breach.

Sustainable Transport

Following the Summer 2022 consultation, and in response to feedback from the LHAs, LDO Condition 10 was also revised to require the submission of a Public Transport Strategy. This strategy shall include details of bus access, locations of bus stops, and set out arrangements for providing these services including frequencies, routes, phasing of delivery, funding, procurement and review arrangements.

Delivery of Mitigation

NH's comments regarding the Promoter being responsible for the design, delivery and funding of mitigation are acknowledged. As set out in the October 21st Transport Note, the holistic transport solution for this area is likely to involve collaboration between a number of different Promoters working together with NH. A bespoke arrangement is likely to be required to coordinate the efforts of these parties.

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5. Impact on Local Roads

As set out in Tables 3 and 4 of the 21st October Transport Note, for Phases 1 and 2, the proportion of development trips likely to use the local road network is very small. As confirmed by NCC in their response, subject to the Strategic Road Network (SRN) accommodating the majority of development flows, there will not be a detrimental effect on the local road network.

With the revised approach showing that Phase 1 development traffic will not cause exceedance of peak flows on the SRN, the impact on Local Roads will be remain insignificant. Before Phase 2 may proceed, further modelling will need to be undertaken and this will help to determine whether there will be any significant impact of the Phase 2 development on the local road network during both the peak, and the inter-peak, periods.

As welcomed by NCC in their response, the LDO provides a financial contribution to undertake studies and implement works to help manage traffic impacts on the local road network. It is expected that the studies and works will be undertaken by the relevant Local Highway Authority. The proposals will be developed in consultation with local residents, as there can be differing views on the appropriateness of different traffic management controls (eg narrowings, speed bumps, cameras etc).

6. Conclusion

In responding to the second round of consultation on the proposed Ratcliffe-on-Soar LDO, NH have requested additional modelling to understand the impact of Phase 1 and Phase 1 and 2 development traffic on the highway network, including consideration of inter-peak conditions.

Given that this additional modelling will take some time and, recognising Government Freeport policy drivers to capture major investment opportunities and deliver development by 2026, it is proposed that Condition 6 of the LDO is modified to introduce a second, lower threshold. The effect of this change is to permit Phase 1 development subject to limiting vehicle trips to/from the Site so there is no net change to AM and PM peak flows on the highway network and inter-peak flows remain significantly lower than the AM and PM peak hour. The cap on trip generation at certain times of the day provides a level of control for the highway authorities which does not currently exist for the Site and allows sufficient flexibility to deliver and operate Phase 1 of the development.

For any development beyond this threshold, NH and LHA's would be provided with additional modelling output and their guidance sought before any additional development would be consented through the Certificate of Compliance process.

Measures are in place to implement site-wide and plot-specific travel planning. It is considered that the restrictions proposed in Condition 6 will provide incentive to manage the operation of the site efficiently and encourage developers to work together to coordinate a common approach to managing demand and implementing sustainable travel.

Tables in PCU

Table 1: Peak Hour Trips to/from the Site

Development Scenario	PCU Movements to/from site	
	AM Peak (08:00-09:00)	PM Peak (17:00-18:00)
Extant Use (Current Power Station Use + EMERGE Centre)	557	338
Phase 1 Development		
Phase 1 Development (including retained + EMERGE)	399	359
Net Change to Extant Use	-157	21
Phase 1 + 2 Development		
Phase 2 Development	313	146
Phase 1 + Phase 2 Development (including retained + EMERGE)	713	505
Net Change to Extant Use	156	167

Table 2 – Daily traffic flows to/from development (Phases 1 and 2)

	Vehicular Movements to/from site (PCU)	
	Phase 1 Development (including retained + EMERGE)	Phase 1 + Phase 2 Development (including retained + EMERGE)
0000-0100	0	0
0100-0200	0	0
0200-0300	0	0
0300-0400	0	0
0400-0500	253	253
0500-0600	1272	1357
0600-0700	1108	1256
0700-0800	213	433
0800-0900	399	713
0900-1000	89	449
1000-1100	104	300
1100-1200	92	345
1200-1300	343	605
1300-1400	1369	1684
1400-1500	1135	1296
1500-1600	135	279
1600-1700	120	310
1700-1800	359	505
1800-1900	44	195
1900-2000	54	107
2000-2100	286	366
2100-2200	1266	1266
2200-2300	1013	1013
2300-0000	0	0

Table 3 – Inter-peak traffic flows (with phase 1 development only) compared against peak traffic flows (2026 without development)

Highway Link	Direction	Max peak flow on highway network - from 2026 Reference Case model (ie No Development) (PCU)	Inter-peak traffic flows (1300-1400)			Difference With Development Inter-peak flow vs Max Peak Baseline flow
			Baseline flow on highway network (PCU)	Net increase in trip generation from Phase 1 (PCU)	Total inter-peak flow with Phase 1 (PCU)	
A453 between MI Jn24 & Site	Eastbound	2179 (PM peak)	1514	650	2164	-15 (-1%)
	Westbound	2465 (PM peak)	1515	140	1655	-810 (-33%)
A453 between Site & Mill Hill Roundabout	Eastbound	1999 (PM peak)	1427	73	1500	-499 (-25%)
	Westbound	2111 (PM peak)	1398	338	1736	-375 (-18%)
M1 running lanes south of Jn 24	Northbound	6664 (PM peak)	5487	211	5698	-966 (-14%)
	Southbound	7061 (AM peak)	5283	45	5328	-1732 (-25%)
M1 running lanes north of Jn24	Northbound	6379 (PM peak)	4737	17	4755	-1625 (-25%)
	Southbound	6154 (AM peak)	4376	81	4457	-1697 (-28%)

Table 4 – Inter-peak traffic flows (with development phases 1 & 2) compared against peak traffic flows (2026 without development)

Highway Link	Direction	Max peak flow on highway network - from 2026 Reference Case model (ie No Development) (PCU)	Inter-peak traffic flows (1300-1400)			Difference With Development Inter-peak flow vs Max Peak Baseline flow
			Baseline flow on highway network (PCU)	Net increase in trip generation from Phases 1 & 2 (PCU)	Total inter-peak flow with Phases 1 & 2 (PCU)	
A453 between MI Jn24 & Site	Eastbound	2179 (PM peak)	1514	741	2255	+76 (+3%)
	Westbound	2465 (PM peak)	1515	248	1763	-702 (-28%)
A453 between Site & Mill Hill Roundabout	Eastbound	1999 (PM peak)	1427	129	1556	-443 (-22%)
	Westbound	2111 (PM peak)	1398	386	1784	-327 (-16%)
M1 running lanes south of Jn 24	Northbound	6664 (PM peak)	5487	240	5727	-937 (-14%)
	Southbound	7061 (AM peak)	5283	80	5363	-1697 (-24%)
M1 running lanes north of Jn24	Northbound	6379 (PM peak)	4737	31	4768	-1611 (-25%)
	Southbound	6154 (AM peak)	4376	93	4468	-1686 (-27%)

Table 5 – Inter-peak traffic flows with capped phase 1 development only, and compared against peak traffic flows (2026 without development)

Highway Link	Direction	Max peak flow on highway network - from 2026 Reference Case model (ie No Development) (PCU)	Inter-peak traffic flows (1300-1400)			Difference With Development Inter-peak flow vs Max Peak Baseline flow
			Baseline flow on highway network (PCU)	Net increase in trip generation with cap on Phase 1 (PCU)	Total inter-peak flow with cap on Phase 1 (PCU)	
A453 between MI Jn24 & Site	Eastbound	2179 (PM peak)	1514	446	1960	-219 (-10%)
	Westbound	2465 (PM peak)	1515	86	1601	-864 (-35%)
A453 between Site & Mill Hill Roundabout	Eastbound	1999 (PM peak)	1427	45	1472	-527 (-26%)
	Westbound	2111 (PM peak)	1398	232	1630	-481 (-23%)
M1 running lanes south of Jn 24	Northbound	6664 (PM peak)	5487	145	5632	-1032 (-15%)
	Southbound	7061 (AM peak)	5283	28	5311	-1749 (-25%)
M1 running lanes north of Jn24	Northbound	6379 (PM peak)	4737	11	4748	-1631 (-26%)
	Southbound	6154 (AM peak)	4376	56	4431	-1723 (-28%)

Appendix A2: Comment Received from National Highways April 2023



Our ref: 22/01339/LDO
Your ref: 22/01339/LDO

Emily Dodd
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06 April 2023

Via email: planningandgrowth@rushcliffe.gov.uk

Dear Ms Dodd,

Proposed Local Development Order for development at Ratcliffe-on-Soar Power Station, Ratcliffe-on-Soar, Nottingham, NG11 0EE

Thank you for consulting National Highways on the above-referenced Local Development Order (LDO) consultation for the redevelopment of the Ratcliffe-on-Soar Power Station.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.

The SRN closest to the development site ('the Site') is the M1 motorway, A50 trunk road, and the A453 trunk road between its junction with the A52 in Nottingham, southwest to the Finger Farm roundabout (west of the M1).

This letter provides a final update to our previous responses of 5 September 2022 and 19 January 2023 following constructive engagement with the Site promoters and their transport consultants. These discussions, alongside further information presented to us, have enabled us to form a pragmatic position which supports the LDO whilst simultaneously safeguarding our network and assets via suitably worded conditions.

National Highways September 2022 Response

Our first response summarised our review of the Transport Assessment (dated July 2022) produced in support of the LDO. This identified several outstanding items to be provided to National Highways to demonstrate that the impacts of the proposed development have been accurately presented.

This response also noted (notwithstanding the above) that several SRN junctions were predicted to exceed their operational capacity in the forecasted year of the development opening. Indicative mitigation with respect to M1 junction 24 and 24A was proposed in the Transport Assessment, though it was noted that these highways improvements did not completely mitigate the cumulative impacts of development. We also considered that the scheme itself may be undeliverable from an engineering perspective. No mitigation was proposed to address the forecasted mainline queuing at M1 junctions 25 and 26, nor the exceeded junction capacities along the A453 trunk road.

We highlighted therefore that the proposal was not in accordance with DfT Circular 02/2013¹ Paragraph 34 which states: *'Where insufficient capacity exists to provide for overall forecast demand at the time of opening, the impact of the development will be mitigated to ensure that at that time, the strategic road network is able to accommodate existing and development generated traffic.'*

National Highways January 2023 Response

Following our September 2022 response, we were reconsulted in December 2022 with amendments to the draft LDO and a technical note to address our concerns.

We responded to this consultation in January 2023 highlighting reservations with respect of the revised wording to Condition 6 of the LDO which would enable two out of the three phases of the LDO to come forward prior to the need for further assessment or highways mitigation. We highlighted our concern with this approach as the proposed phasing would still generate a net increase of 120 trips (190 PCUs) during the PM peak hour (17:00 – 18:00 hrs), the impact of which was untested.

In addition, we highlighted a concern that trip generation outside of the above-mentioned traditional network peak hours was a concern with respect of the first phase of development which generates an interpeak of over 1,200 new vehicle trips in a single hour. This interpeak was associated with shift changeover times, scheduled to occur outside the peak travel periods.

National Highways April 2023 (Latest) Response

Vehicle Trip Generation

To address the concerns raised in our January 2023 response, the Site promoters have suggested a further revision to the wording of Condition 6 which introduces a trip generation cap for the interpeak period, alongside a trip generation cap for the AM and PM peak periods. The wording of this condition would enable a smaller proportion of the LDO site to come forward prior to the need for any further transport assessments or highways mitigation.

¹ DfT Circular 02/2013 was replaced by Circular 01/2022 on 23 December 2022. However, planning proposals with Transport Assessments pre-dating the introduction of new Circular will continue to be assessed against the old Circular.

National Highways has considered this approach, and with some minor revision to the proposed wording of Condition 6, we consider that this would be acceptable. Condition 6 therefore enables a quantum of development to be constructed and occupied that could create up to a maximum of 522 vehicle trips per hour during a two-hour AM peak period (07:00 – 09:00 hrs) and 331 trips per hour during a two-hour PM peak period (16.00-18.00 hrs).

This cap for the peak hours is equivalent to the extant planning permission for the Site. Following the closure of the power station in 2024 therefore, the first phase of the development can be allowed to come forward without trip generation exceeding previously permitted levels.

Phase 1 development on its own would in fact equate to a net decrease in trips during the peak hours following the power station closure. Some of Phase 2 development would also be able to come forward without the above peak hour cap being exceeded. However, the cap would be exceeded before the second phase of the LDO can be fully occupied.

A separate, much higher cap of 920 vehicles per hour is to be applied to interpeak trip generation (i.e.: anything outside the network AM and PM peak periods). This cap has been applied as it is understood that shift working patterns will generate a significant increase in interpeak trips for the Site. This cap ensures therefore that interpeak traffic flows 'with development' will remain lower than 'without development' peak hour flows. With this cap in place, we thus can be reasonably assured (without traffic modelling) that the interpeak vehicle trips can be accommodated without severe detriment to the capacity of the surrounding highway network or its safety.

Development generating vehicle trips beyond the above-mentioned levels would not be able to be occupied without further traffic assessments to determine that the existing highway infrastructure can accommodate this increase (alongside the cumulative growth from surrounding developments) or that new or improved highway infrastructure can and will be delivered to mitigate any unacceptable impacts.

As such, in accordance with the above explanation and summary, National Highways requests that the below worded condition is included in the LDO:

National Highways Condition 1 (Revision to Condition 6 of draft LDO)
Development on the site shall proceed in accordance with the following;
a) Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by this LDO exceeding 544,000 m ² GFA, or which generates total vehicle trips to/from the Site in excess of:
i. 522 trips per hour in the AM peak period (07.00 to 09.00 hrs), or

- ii. 920 trips per hour during any interpeak period (i.e.: any period outside of the AM and PM peaks defined by this condition), or
- iii. 331 trips per hour in the PM peak period (16.00-18.00 hrs)

unless and until traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network and it has been agreed in writing by the Local Planning Authority in consultation with the relevant highway authorities that development traffic above any of the thresholds determined under condition 6(a)(i),(ii),or (iii), of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact on the operation of the highway network would not be severe.

b) Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by this LDO on the Site exceeding 610,000 m2 GFA, or which generates total vehicle trips to/from the Site in excess of:

- i. 557 trips per hour in the AM peak period (07.00 to 09.00 hrs) or,
- ii. a number of trips per hour during any interpeak period (i.e.: any period outside of the AM and PM peaks defined by this condition) to be agreed with the Local Planning Authority in consultation with the relevant highway authorities, or
- iii. 451 trips per hour in the PM peak period (16.00-18.00 hrs)

until and unless traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network and it has been agreed in writing by the Local Planning Authority in consultation with the relevant highway authorities that development traffic above any of the thresholds determined under condition 6(b)(i),(ii),or (iii), of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact (from this and other committed developments) on the operation of the highway network would not be severe, or that highway mitigation schemes are prepared and submitted to the Local Planning Authority for approval in writing in consultation with the relevant highway authorities and thereafter either the mitigation is implemented in accordance with the agreed schemes, or an agreement is in place for the delivery of the agreed schemes.

Monitoring, Enforcement, and Sustainable Travel

Whilst National Highways is content that the above condition wording limits the level of development traffic permitted to be generated without further assessment, this restriction can only work in practice with effective monitoring and enforcement to ensure that trip generation caps are not exceeded.

In addition, considerable effort will be needed to maximise the take-up of sustainable transport to/from the Site which will be necessary to limit the number of vehicle trips impacting the surrounding highways, whilst allowing the Site to become operational.

Whilst enforcement is ultimately the responsibility of the Local Planning Authority, Condition 10 of the draft LDO is the mechanism through which vehicle trip generation for development plots within the LDO will be monitored and reduced.

National Highways therefore requests that the below worded condition is included in the LDO:

National Highways Condition 2 (Revision to Condition 10 of draft LDO)
<p>Prior to any building or buildings 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 Local Planning Authority in consultation with the relevant highway authorities.</p>
<p>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>Prior to any building or buildings within any part the Site being occupied or first brought into use a Sustainable Transport Strategy (STS) must also be submitted to and approved in writing by the Local Planning Authority in consultation with the relevant highway authorities.</p>
<p>The STS must set out the sustainable transport infrastructure that will be delivered (and when) to provide the opportunities for employees and visitors to travel to the Site sustainably. This should include details of the infrastructure provision (and other mechanisms/incentives) to maximise access to and use of the adjacent East Midlands Parkway railway station to achieve the (minimum) 14% travel to the Site by rail as set out in the Transport Assessment.</p>
<p>The STS should also provide details of walking, 'wheeling', and cycling infrastructure through the Site, (shuttle) bus access and bus routes through the site, locations of bus stops, and set out arrangements for providing bus services including frequencies, routes, phasing of delivery, funding, procurement and review arrangements.</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) and a Plot Specific Transport Statement (PSTS).

The PSTP must be based upon the approved SWTP and STS, with a monitoring regime to confirm that cumulative trip generation is in accordance with the requirements of Condition 6 and to set out how preliminary modal shift targets and supporting mechanisms for securing additional sustainable transport measures will be achieved.

The development must thereafter be operated in accordance with the approved PSTP, PSTS, SWTP and STS.

Boundary Impacts

Our January 2023 response noted that a "Highways Safeguarding Report" would be submitted by developers with applications for a Certificate of Compliance. We considered that this approach would be acceptable to National Highways providing that the requirement to produce such a report is made explicit in a Condition of the LDO, similar to the 'East Midlands Airport Aerodrome Safeguarding Plan' which formed Condition 12 of the LDO.

As such, National Highways recommends a further condition to safeguard our operations and assets with respect to potential physical impacts resulting from the adjacent LDO development:

National Highways Condition 3 (new condition)

Each application for a Certificate of Compliance shall include a Highways Safeguarding Plan to be submitted to the Local Planning Authority in consultation with the highway authority for the A453 and M1. This plan shall identify the potential physical impacts arising from development plots within the LDO which share a physical boundary with the strategic road network. The development shall be carried out and maintained thereafter in accordance with the approved plans.

Construction Impacts

Due the proximity of the development site with National Highways network, construction activities if not appropriately managed may have an undesirable impact on our network and assets. Appendix C of the LDO summaries construction impacts identified in the

Environmental Statement and Condition 7 of the draft LDO sets out that these impacts must be addressed through a Code of Construction Practice (CoCP).

National Highways notes however that Appendix C does not reference the impacts of construction traffic (associated with both deliveries and construction workers) and therefore we seek the below revised wording which includes the requirement for a Construction Traffic Management Plan:

National Highways Condition 4 (Revision to Condition 7 of draft LDO)
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 Local Planning Authority in consultation with the relevant highway authorities.
The CoCP must address all construction impacts as identified in the Environmental Statement and as summarised in Table C (Appendix C) of this LDO and must include a Construction Traffic Management Plan identifying the likely impact of construction traffic and how any impact will be mitigated. The development shall only be carried out in accordance with the approved CoCP.

I hope that this letter provides a clear explanation of National Highways position in relation to this LDO consultation in particular the reasons for the conditions that we consider to be necessary for the LDO to be adopted.

If I can provide any further clarity on this response or to discuss our requirements further, please do not hesitate in contacting me.

Yours sincerely,



Catherine Townend
Email: catherine.townend@nationalhighways.co.uk

CC: Victoria Lazenby CC: Ben Simm

Appendix A3: Transport Response Note May 2023

Responding to April comment from National Highways



Subject	Ratcliffe-on-Soar LDO
Job No/Ref	283253
Date	5 May 2023

Ratcliffe-on-Soar LDO

Response to April 2023 comments from National Highways

Following discussions, National Highways (NH) have written to Rushcliffe Borough Council (RBC) (letter dated 6th April 2023) to provide further comments in relation to the proposed conditions to be attached to the Ratcliffe-on-Soar Local Development Order (LDO).

This note has been produced both to respond to these latest comments and to support Rushcliffe Borough Council in determining the LDO.

1. Introduction

Following statutory consultation on the draft Ratcliffe-on-Soar Local Development Order (LDO) in Summer 2022, discussions have been on-going with National Highways to address issues raised.

National Highways has provided formal comments in its letters of 5th September 2022 and 19th January 2023, and these letters have been responded to on 21st October 2022 and 27th January 2023 [the 21st October and 27th January Transport Notes]. Meetings have also taken place, most recently 1st February and 16th February 2023 to agree issues (see Meeting Notes issued on 3rd February and 22nd February). Where appropriate, amendments have been made to the LDO documents to accommodate comments made, as has been set out in the Transport Notes and Notes from Meetings.

Through this dialogue, a pragmatic approach has been reached which should allow delivery of the Ratcliffe development to commence - and thereby start to deliver on UK Government's Freeport Policy objectives. Conditions attached to the LDO will be used to manage this delivery and to manage the impact of the development on the highway network.

In its 6th April letter, NH state "*These discussions, alongside further information presented to us, have enabled us to form a pragmatic position which supports the LDO whilst simultaneously safeguarding our network and assets via suitably worded conditions.*". This support for the LDO is welcomed.

This comment builds on earlier comments including NH's email 23rd November 2022 which stated "*Based on the information provided, National Highways are likely to be able to agree to Phase 1 of the Ratcliffe Freeport coming forward without need for highways mitigation or further junction assessments. This is because Phase 1 demonstrates a net decrease in trips on the network.*". This email also stated "*...to agree to Phase 1 and 2 coming forward, we would wish to see modelling of M1 J24 using a Vissim model..... Assuming that the above-mentioned junction modelling doesn't give rise to capacity issues, we would likely be able to agree to Condition (6) wording similar to that proposed in your letter.*"

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In the letter of 6th April, NH has proposed some minor rewording to some conditions (conditions 6, 7 & 10) and introduced a new condition on Boundary Conditions. As set out below, the majority of these suggestions are acceptable, however there are areas where alternative wording is recommended in order to better align with the structure and objectives of the LDO.

2. Condition 6

Condition 6 of the LDO builds on the analysis of trips generated by the proposed development as set out in the Transport Assessment (TA). It is recognised that the early phases of development are likely to comprise industrial, energy and logistics uses and that, as these uses operate a shift working arrangement, they will generate a relatively small number of trips during the peak periods. It is also noted that new development trips will, in part, replace existing trips that will cease following the closure of the power station.

In its letter, NH suggests that the cap for peak hour movements into and out of the site should be limited to that permitted by the “*extant planning permission for the Site*”. Currently the site has planning consent for a Power Station which was granted in the 1960’s and this does not set any limits on trip rates to/from the Site. As highlighted both in the TA (see sections 2.1, 6.3.1.1 and 8.6.4) and in the 27th January Transport Note, between 2010 and 2015 there were 3,500 staff working on the site with an extra 470 two-way HGV movements per day.

More recently, the number of people working on the site has reduced as operations at the power station have reduced. The calculations set out in the TA are based on 500 staff working at the power station. To this is added the trips associated with the engineering academy, technology centre, substations and the peak operational trips set out in the TA accompanying the Planning Consent for the EMERGE facility (Ref: 8/20/01826/CTY). This approach calculates that currently 522 and 331 vehicles access the site in the AM and PM peak periods. These flows are significantly lower than has been accommodated on the network relatively recently.

In imposing a condition which controls the first phase of development to current peak trip rates, the LDO is placing a more stringent control on highway impacts than currently exists through the extant planning permission for the site, which has no limitations.

Furthermore, it is highlighted that Condition 6 is designed to deal with the permanent and long-term impacts of the development and therefore is intended to apply to operational traffic as opposed to traffic generated by construction or demolition operations. The numbers used in the condition and presented in the TA, are all based on calculations of the day-to-day operational vehicle movements.

NH’s wording that the caps in Condition 6 should apply to “*total vehicle trips*” could be interpreted to include trips associated with construction and demolition and this would be problematical. Construction and demolition activities are, by their nature temporary, variable and transient. Including construction/demolition trips within the Condition 6 caps could lead to a situation when newly occupied development would need to close or stop operations, to allow other consented development to be constructed, with disruption potentially changing daily depending on the construction activities being undertaken. The variable levels of trips generated by construction activity would also mean that the condition would likely fail the test of precision, due to the

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potential that construction traffic/operations could change on a daily basis. It would also likely fail the test of enforceability, due to the fact that there could be a number of developers on the Site operating under separate Certificates of Compliance (in addition to the EMERGE and current power station operations) and it would be difficult for the LPA to force some operators to cease activity in order for a particular construction work to proceed. Additionally, this approach would not be in line with NPPF principles to promote sustainable development, as it would not help to support stable or economically sustainable businesses on the Site.

Potential construction impacts are addressed in LDO Condition 7, where it is noted that NH have included wording requiring submission of a Construction Traffic Management Plan and this should be the appropriate condition to address construction vehicle trips and impacts (see below).

Other amendments to Condition 6 proposed by NH have helped to clarify the wording of this condition and has been incorporated. Whilst it is not necessary to explicitly state that the Local Planning Authority (LPA) should consult with relevant highway authorities – this would be done as part of normal practice within the LPA and would apply to all relevant technical authorities, stakeholders and interest groups – NH’s suggested text has been incorporated.

LDO condition 6 is therefore proposed as follows (amendments to the wording set out in the 27th January Transport Note are highlighted in red).

No	Condition	Reason
6	<p>Development on the site shall proceed in accordance with the following:</p> <p>a) Not to occupy or allow occupation of any building constructed on the Site Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by this LDO exceeding 544,000 m² GFA, or which generates operational vehicle trips to/from the Site in excess of one of the following thresholds:</p> <ul style="list-style-type: none"> i. 522 trips per hour in the AM peak period (07.00 to 09.00 hrs), or ii. 920 trips per hour during the inter-peak period (09.00 to 16.00 i.e. any period outside of the AM and PM peaks defined by this condition), or 920 trips per hour during the inter-peak period (09.00 to 16.00 i.e. any period outside of the AM and PM peaks defined by this condition), or iii. 331 trips per hour in the PM peak period (16.00-18.00 hrs) <p>may be occupied unless and until traffic modelling has been undertaken to assess the impact on M1 Junction 24 and the wider highway network during the AM peak, PM peak and inter-peak hours, and it has been agreed in writing by the Local Planning Authority in consultation with the relevant highway authorities with National Highways that development traffic above this any of the thresholds determined under condition 6(a)(i),(ii) or (iii) of this LDO would not result in an unacceptable safety impact and that the residual cumulative have a severe impact on the operation of the highway would not be severe.</p> <p>b) Not to occupy or allow occupation of any building constructed on the Site Not to occupy or allow occupation of any building constructed on the Site that results in the total quantum of development permitted by this LDO exceeding 610,000 m² GFA, or which generates operational vehicle trips to/from the Site in excess of one of the following thresholds:</p> <ul style="list-style-type: none"> i. 557 trips per hour in the AM peak period (07.00 to 09.00 hrs) or, ii. a number of trips per hour during any interpeak period (i.e. any period outside of the AM and PM peaks defined by this condition) first to be agreed with the Local Planning Authority in consultation with the relevant highway 	<p>To ensure that development operational traffic (i.e. that associated with the day-to-day operation of the permitted development, operational traffic generated by the EMERGE facility and any remaining uses on the Site) does not which exceeds existing levels during peak periods or which might generate excessive inter-peak flows in excess of existing peak flows does not which could create a severe impact on the highway network.</p> <p>To ensure that the required the required transport mitigation measures are delivered at the appropriate time to address the impacts from the development and that a holistic transport solution is achieved which accommodates the needs of other major developments planned to come forward in the local area.</p>

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	<p>authorities National Highways during the inter-peak period (09.00 to 16.00), or</p> <p>iii. 451 trips per hour in the PM peak period (16.00-18.00 hrs)</p> <p>may be occupied unless and until traffic modelling is undertaken assessing the impact on M1 Junction 24 and the wider highway network, and it has been agreed in writing by the Local Planning Authority in consultation the relevant highway authorities that development traffic above any of the thresholds determined under condition 6(b)(i),(ii) or (iii) of this LDO would not result in an unacceptable safety impact and that the residual cumulative impact on the operation of the highway would not be severe, or that highway mitigation schemes are prepared and submitted to the Local Planning Authority for approval in writing in consultation with the relevant highway authorities and thereafter either the mitigation is implemented in accordance with the agreed schemes, or an agreement is in place for the delivery of the agreed schemes- such time as a package of highway works to mitigate for highway impacts has been implemented or an agreement is in place between the developer, National Highways and/or the relevant highway authority for the delivery of these works. The package of highway works shall be agreed with National Highways and the relevant local Highway Authorities and shall be based on vehicle trip monitoring and updated traffic modelling incorporating all known and/or committed development at that time.</p>	
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3. Construction Impacts / LDO Condition 7

Condition 7 of the LDO seeks to control the construction impacts of the development by requiring developers to submit a Code of Construction Practice (CoCP) for approval by the Local Planning Authority. NH's proposal that the CoCP includes a Construction Traffic Management Plan is accepted and helps clarify the relationship between this Condition and Condition 6.

The CoCP will address a range of issues and in deciding on the adequacy of the CoCP, the LPA will need to consult with a wide range of bodies – as is normal practice – not only relevant highway authorities. To avoid confusion, it is suggested that specific reference to relevant highway authorities could create confusion here and is not required.

LDO condition 7 is therefore proposed as follows (amendments to the wording set out in the draft version of the LDO are highlighted in red).

No	Condition	Reason
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 Local Planning Authority 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 and must include a Construction Traffic Management Plan identifying the likely impact of construction traffic and how any impact will be mitigated. 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>

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4. Sustainable Travel / LDO Condition 10

Condition 10 of the LDO is used to encourage sustainable travel, and is supported by a Site Wide Travel Plan Framework (SWTPF) which accompanies the LDO.

Following comments from Nottinghamshire County Council Highway Authority, this condition was amended to include a requirement for a Public Transport Strategy (PTS). NH's proposal to expand the remit of the PTS to include "walking, wheeling and cycling infrastructure" and propose renaming it to a "Sustainable Transport Strategy" (STS). This is accepted.

NH seeks that the STS sets out the sustainable transport infrastructure measures to be delivered and when this will occur. This issue is already addressed under LDO Condition 5, which requires a Transport & Biodiversity Mitigation Strategy to be submitted with each application for Certificate of Compliance. Appendices B and C of the LDO detail the requirements for the Transport & Biodiversity Mitigation Strategy, and Table C of Appendix C specifically refers to the sustainable transport measures (along with other transport mitigation) in the Transport Assessment and the Site Wide Travel Plan Framework. Therefore, it is felt that delivery of sustainable travel transport mitigation is adequately addressed under LDO Condition 5.

NH propose that use of rail travel is identified specifically in this clause and that infrastructure, mechanisms and incentives to achieve a minimum 14% travel to site by rail is set out. The Site Wide Travel Plan Framework (SWTPF) sets out a broad range of measures to encourage sustainable travel, including promoting buses, car-sharing, cycling as well as rail. This will be managed by an appointed Travel Plan Coordinator and specific measures adopted for individual developments will be set out in Plot Specific Travel Plans (PSTP). The SWTPF (section 7.5) sets out targets for sustainable travel. These, together with the vehicle trip caps set out in LDO condition 6, is considered to be sufficient to control sustainable travel and will allow developers the flexibility to bring forward a mix of sustainable transport measures which are practical and deliverable. Singling out of the rail mode is not required to achieve an appropriate sustainable transport solution tailored to suit the operational requirements of occupiers. It would also be difficult for the LPA to enforce a %age target specifically for rail travel.

NH suggest that Plot Specific Travel Plans (PSTP) confirm that the cumulative trip generation is in accordance with the trip caps in Condition 6. The requirements for a PSTP are set out in the Submission Checklist in Appendix B of the LDO, which requires the PSTP submitted with an Application for a Certificate of Compliance, to set out the hourly trip generation from the proposed development together with cumulative trips. It will be for the LPA to determine whether an Application for Certificate of Compliance is in conformity with LDO Condition 6.

NH also suggest a Plot Specific Transport Statement (PSTS) is provided. With the PSTP providing details of sustainable transport measures and trip generation, and the Transport & Biodiversity Mitigation Strategy setting out delivery of transport mitigation, it is not considered that a PSTS would be necessary.

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LDO condition 10 is therefore proposed as follows (amendments to the wording set out in the draft version of the LDO and amended as described in the 21st October Transport Note are highlighted in red).

No	Condition	Reason
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 Local Planning Authority in consultation with the relevant consultees. 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>Prior to any development within any part of the Site being occupied or first brought into use, a Public Sustainable Transport Strategy (PSTS) must also be submitted to and approved in writing by the Council Local Planning Authority. The PSTS must provide details of bus access and bus routes through the site, locations of bus stops, and details of walking, "wheeling" and cycling infrastructure, and set out arrangements for providing these services including frequencies, routes, phasing of delivery, funding, procurement and review arrangements.</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 and STS, with a monitoring regime to achieve preliminary modal shift targets and supporting mechanisms for securing additional sustainable transport measures. The development must thereafter be operated in accordance with the approved PSTP, STS 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>

5. Highway Safeguarding Boundary Conditions (new Condition)

In response to NH's letter of 5th September, the Submission Checklist in Appendix B of the LDO was amended to include a requirement for developers to provide a Highway Safeguarding Report to confirm that the development had been designed with regard to safeguarding of the highway (see the 21st October Transport Note). NH has confirmed that this approach is acceptable and have asked for a specific condition in the LDO to reinforce this requirement.

The provision of an additional clause is accepted and is in line with the treatment of Aerodrome Safeguarding in the LDO. A new clause is proposed as follows:

No	Condition	Reason
tbc	<p>Each application for a Certificate of Compliance shall include a Highways Safeguarding Plan that shall be submitted to and approved in writing by the Local Planning Authority. The Highway Safeguarding Plan shall identify the potential physical impacts arising from development plots within the Site which share a physical boundary with the Strategic Road Network. The development shall be carried out and maintained thereafter in accordance with the approved Plans.</p>	<p>To protect the safe operation of the Strategic Road Network adjacent to the Site.</p>

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6. Conclusion

National Highways support for the LDO is welcomed. In response to comments set out in NH's letter of 6th April 2023, amendments to LDO conditions 6, 7 and 10, and a new condition, have been proposed. The text in red above highlights that the majority of NH's comments have been incorporated and where certain issues have been addressed elsewhere in the LDO, this has been explained. It is hoped that this note will support RBC in finalising the LDO.

Appendix A4: Comment Received from National Highways May 2023

National Highways response to April Transport Note dated 05 May 2023



Our ref: 22/01339/LDO
Your ref: 22/01339/LDO

Emily Dodd
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25 May 2023

Via email: planningandgrowth@rushcliffe.gov.uk

Dear Ms Dodd,

Proposed Local Development Order for development at Ratcliffe-on-Soar Power Station, Ratcliffe-on-Soar, Nottingham, NG11 0EE

Thank you for consulting National Highways on the above-referenced Local Development Order (LDO) consultation for the redevelopment of the Ratcliffe-on-Soar Power Station.

National Highways has been appointed by the Secretary of State for Transport as strategic highway company under the provisions of the Infrastructure Act 2015 and is the highway authority, traffic authority and street authority for the Strategic Road Network (SRN). It is our role to maintain the safe and efficient operation of the SRN whilst acting as a delivery partner to national economic growth.

The SRN closest to the development site ('the Site') is the M1 motorway, A50 trunk road, and the A453 trunk road between its junction with the A52 in Nottingham, southwest to the Finger Farm roundabout (west of the M1).

This response should be read in conjunction with our previous response of 6 April 2023 and ARUP Technical Note response to National Highways comments, dated 5 May 2023.

Proposed Revision to Condition Wording

In our last formal response to this application, we recommended a number of conditions be written into the LDO. These conditions served to protect the safety and effective operation of National Highways network.

Since that response, we have received ARUP technical note of 5 May 2023 (attached to this email for reference), which sets out proposed revisions to the wording of four of our recommended conditions.

Condition 6 – Vehicle Trip Generation

ARUP on behalf of the LDO promoters have suggested that the wording of Condition 6 be amended from 'total' to 'operational' vehicle trips. As explained in ARUPs letter, this would mean that any construction related traffic is discounted from the cap on vehicle trip generation imposed by this condition. In response to this, whilst National Highways would be concerned that this change in wording could lead to the cap in vehicle trip generation being exceeded during construction (albeit temporarily), we are at the same time content that a separate condition of the LDO (Condition 7) exists to manage the construction traffic impacts of any developments within the LDO. As such, we can accept this proposed change to Condition 6 as set out in ARUPs letter.

Condition 7 – Construction Impacts

ARUP have proposed that the phrase 'in consultation with the relevant highway authorities' could add to confusion as the planning authority would need to consult other authorities, not just the highways authorities. ARUP therefore propose that this wording is removed. National Highways understands the rationale for this but recommends the wording be changed (rather to removed) to 'in consultation with the relevant stakeholders'. This would make it consistent with ARUPs proposed wording for Condition 10.

Condition 10 – Sustainable Travel

ARUP have proposed that sustainable travel mitigation measures are already addressed under Condition 5 of the LDO with the requirement to submit a 'Transport and Biodiversity Mitigation strategy' (referencing Appendix C of the LDO) and as such, does not need to be included under Condition 10. We accept this.

It is also accepted that the condition does not need to explicitly refer to a minimum 14% travel by rail (as recommended in our previous response) and that there would be associated difficulties of enforcing this. We also accept the position that a Plot Specific Transport Statement should not be necessary as the key information (such as plot specific trip generation) would be covered in a Plot Specific Travel Plan. We are content therefore that ARUPs proposed wording of Condition 10 is suitable.

Condition #TBC - highway safeguarding

ARUPs letter agrees to the introduction of a new condition in relation to highway safeguarding. This is to address potential boundary related impacts given that some plots within the LDO are immediately adjacent to our network. We are content with the wording as set out in ARUPs letter with the exception that the phrase 'in consultation with the relevant stakeholders' is included. This would make it consistent with Conditions 7 and 10 as above.

We have no further comments to make at this time. If I can provide any further clarity on this response or to discuss our requirements further, please do not hesitate in contacting me.

Yours sincerely,

Catherine Townend

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Appendix 11: Development Management Scrutiny Report

Ref: 22/01339/LDO

Local Development Order - Ratcliffe on Soar Power Station

Scrutiny Report

Introduction

The purpose of this document is to consider whether the steps taken by Rushcliffe Borough Council to make a Local Development Order for the redevelopment of Ratcliffe on Soar Power Station accords with relevant legislation and guidance, and whether the assessment of the matters raised as part of considering the proposals have been appropriately considered.

A description of the proposed development and consideration of the matters raised forms part of the associated full council report.

Background

A Local Development Order (LDO) in England is a planning document that grants planning permission for certain types of development within a defined area. LDOs are typically used to streamline the planning process for specific types of development.

The purpose of an LDO is to simplify the planning process by pre-determining certain planning conditions and standards that developers must adhere to. This allows developers to proceed with their projects without the need to go through the usual individual planning applications, which can be time-consuming. They can be progressed in agreement with the site owner and the planning authority.

LDOs are usually created by local planning authorities and specify the types of development that are permitted, along with any specific requirements or limitations. They can cover a range of developments, such as small-scale commercial projects, changes of use for certain buildings, or alterations to shop fronts. LDOs are intended to provide greater flexibility and efficiency in the planning process, while still ensuring that development aligns with local planning policies and safeguards environmental considerations.

Following a recommendation by the Director for Development and Economic Growth it was decided at a Cabinet Meeting on 23.11.2021 for Rushcliffe Borough Council to enter into “a Memorandum of Understanding with the site owner and works with them to prepare a draft Local Development Order...”

Statutory Rights

In accordance with the Town and Country Planning Act 1990 (as amended) and the Town and Country (Development Management Procedure) (England) Order 2015, a Local Development Order can only be granted where all of the land is within their own administrative boundary, and that it does not affect a listed building; it does not fall within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017; and that it would not 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, amended by the Conservation of Habitats and Species and Planning (Various Amendments)).

In this instance, the site is entirely within Rushcliffe Borough Council's administrative area and there are no listed buildings within the site that would be affected by the proposals. Following a detailed EIA screening assessment, it is considered that the proposals would not fall within Schedule 1 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017. No European Site or European Offshore Marine Site would be affected by the proposals.

In conclusion, procedurally, it is considered that the authority has a statutory right to progress an Local Development Order as the location and the matters proposed fall within the legislative requirements set out in the Town and Country Planning Act 1990 (as amended) and the Town and Country (Development Management Procedure) (England) Order 2015, *et al.*

Purpose and Objective

Ratcliffe on Soar Power Station is a strategically significant site of around 265 hectares alongside the A453 at the western edge of Rushcliffe. The power station is due to close in line with government policy, which is to end coal-fired power generation by September 2024.

The need for this LDO is considered an appropriate route to secure the reuse of those parts of the site that will be redundant after decommissioning and, at the same time, to provide planning consent in time to enable new businesses to be up and running by 30 September 2026. This is the final date by which businesses have to be operational in order to qualify for full Freeport benefits.

The objectives of the LDO have been defined as:

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.

It should be noted that the objectives are considered to align with the proposals that form part of the area covered by East Midlands Development Company that 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. The five local authorities who are also 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 that ties into the Levelling Up agenda, HS2 – East Midlands Parkway station, and the Government’s Clean Growth Strategy.

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.

The LDO would grant planning permission for:

“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.”

The detail of these proposals is set out in a parameter plan and design guide. In essence they show the entire site being separated into 10 different parcels (A-J) of varying sizes, each with a specific criteria in respect of land use and design parameters.

Environmental Impact Assessment (EIA) Regulations

The Council issued a Screening Opinion on 2 March 2022 which confirmed that the Ratcliffe-on-Soar LDO proposal is an EIA development that falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 with the requirement for an Environmental Statement (ES) to be prepared.

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'.

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.

The submitted ES 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 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 which are considered within the LDO and Statement of Reasons document.

Following consultation an addendum was provided which concluded that there would be no new or different significant cumulative or in-combination effects as a result of the updated traffic modelling data for the Proposed Development.

In conclusion, the necessary steps to comply with The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 have been met.

Public 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 to consult:

- "persons whose interests the authority consider would be affected by the order if made"
- "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."

It is also a requirement that 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.”

During the consultation period, a local planning authority must also ,

- (a) make a copy of the draft local development order, the environmental statement and statement of reasons available for inspection and publish on their website the draft local development order, the environmental statement and the statement of reasons as well as where the document can be inspected.

There is also a requirement that the LDO must be publicised in a local newspaper and a site notice erected also detailing the availability of those documents for inspection, the places where and times when they can be inspected; and the date by which representations on the draft local development order must be received.

In addition, there is also a requirement to consider public representation as part of any modifications.

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 21 July to 5 September 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 portal, which included the LDO, Statement of Reasons, and all supporting documents.

Consultees could view and comment on the application via the planning portal system. Alongside this statutory consultation, officers representing the Council in its role as Promoter of the LDO, assisted by Arup, also undertook information events on the draft LDO in order to update nearby communities and help them to make more informed responses to the consultation. This included two public exhibitions where Exhibition Panels, updated from the non-statutory consultation, were displayed: Thrumpton Village Hall, 16th August 2022, (65 attendees); and Gotham Memorial Hall, 18th August, (73 attendees).

Following the consultation, a detailed Statement of Community Consultation addendum document was prepared to consider and address all comments made in relation to the Local Development Order.

Having considered public and consultee comments the Local Development Order was modified primarily in relation to highways matters, building design parameters and the acceptable uses on the southern area of the site as well as minor matters.

A further consultation exercise was undertaken with all interested parties and consultees from 12th December 2022 to 19th January 2023 in relation to the amended proposals. The representations made as part of this consultation and the responses from consultees have been considered in the making of the LDO and form part of a Statement of Community Consultation second addendum document. No major changes have been made to the LDO since this time to warrant further consultation, prior to adoption.

It is considered that the statutory requirements in respect of public consultation have been correctly undertaken during the making of the Local Development Order. All comments have been satisfactory addressed in the making of the Local Development Order.

Planning Considerations

The purpose of this report is to ensure that the conclusion of each relevant matter has been considered and if necessary, addressed by way of conditions.

Green Belt

The entirety of the application site is located within the wider Nottingham and Derbyshire Green Belt. It should be noted that the LDO itself cannot release land from the Green Belt but, subject to national and local planning policy considerations development can be permitted within it.

Within the report submitted to Cabinet in November 2021, it was explained that 'the case for allocating the site for new development and removing it from the Green Belt is being considered as part of preparing for the Greater Nottingham Strategic Plan (GNSP), however, the timescale for the adoption of the GNSP would mean that it would not align with the Freeport process that required development to have been started and be occupied by 2026, hence a Local Development Order was progressed.

The National Planning Practice Framework (Paragraphs 147 to 151) states that development which is harmful to the Green Belt is inappropriate development and should not be approved except in Very Special Circumstances (VSC). VSC exist where potential harm to the Green Belt is clearly outweighed by other considerations.

The outcome of the Local Development Order would be that planning permission would be granted for the development of buildings (and associated infrastructure) for employment generating uses within the Green Belt to enable the re-development of the site as a Freeport. Separate consent would be required for the design and layout of each building.

Development upon the Northern Area of the Site is considered capable of being appropriate as it is previously developed land. The Southern Area has been used for ash management operations although it does not fall into the definition of previously developed land.

The Very Special Circumstances for allowing the proposed development to proceed are set out in detail in the Green Belt Assessment at Section 7.5 of the LDO & Statement of Reasons.

It is concluded that the site possesses a unique combination of attributes that make it ideally placed to deliver on a number of key national, regional and local policy objectives. The Southern Area, and the majority of the Northern Area, form a key part of the East Midlands Freeport. This area is therefore subject to Government policy, which is designed to deliver a significant quantum of new industry and new jobs by September 2026. Development of currently vacant and/or under-utilised areas of the Site (both to the south and to the north of the A453) therefore must take place quickly in order to deliver the Government's objectives. It is further argued that the early delivery of employment in these areas will be important to support, where possible, a transition of employment and knowledge from the existing Power Station use to new green/low carbon energy and advanced manufacturing opportunities.

To limit the visual impact on the wider Green Belt, the maximum building height of any future building on the southern plot has been reduced, a landscape buffer has been introduced along

the southern boundary and there is a requirement for a wider landscape strategy of the entirety of the LDO site.

It is considered that the LDO would ultimately provide harm to the openness of the Green Belt and represents inappropriate development, as defined in Paragraphs 147 to 151 of the NPPF, however it is concluded that the wider social, economic and environmental benefits of the proposal provide very special circumstances to outweigh any potential harm to the Green Belt by reason of inappropriateness, and any other harm resulting from the proposal.

Overall, it is considered that the re-development of the power station site and the land to the south of the A453 for the uses proposed by the LDO can be considered appropriate to provide the very special circumstances to justify development within the Green Belt when balancing the overall harm to the openness to the Green Belt it would cause.

Site Uses

The overall intention is that the 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.”

This would include 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. The site is separated into 10 plots (A-J) as defined in the relevant parameter plan. The parameters would underpin redevelopment of the site to provide occupier flexibility. As set out within the submitted Design Guide, the parameters establish the physical and spatial limits of what can be delivered on the section of the site. For example:

- 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.

This approach allows for each section of the site to be considered against this comprehensive design guide. The use classes are correctly driven towards employment generation in the context of “energy production and storage, advanced manufacturing and industry” and provide a wide range of flexible, fully serviced plots and infrastructure to suit businesses of all scales.

Following further consultation, the proposed uses associated with the northern parcels of land closest to the East Midlands Parkway station were altered to encourage a mixed-use campus style development with higher employment density which would benefit from the proximity of East Midlands Parkway (and its upgrade associated with HS2).

The uses proposed are typical of this form of development and are considered reasonable.

Proposed layout and design

A detailed Design Guide and the Parameter Plans form part of the Local Development Order. Their purpose is to set out the acceptable location and distribution of development across the site. The 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;
- Site Sections; and
- Potential Gypsum Resource Area – detailing the areas where gypsum may be mined prior to the delivery of LDO permitted development.

Clearly, the exact design and precise layout of each parcel is not considered at this stage of the process. Should the LDO be adopted, then Applications for a Certificate of Compliance under the LDO would need to be submitted and approved for each detailed proposal. The Design Guide and Parameter Plans are 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 would 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.

The design parameters have been informed by detailed environmental studies that includes a Landscape and Visual Impact Assessment which has been used to help inform the maximum height of future buildings.

The Parameter Plans establish a maximum envelope (plan area and height) within which new development can take place. The maximum height parameter has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations.

The visual impact of development within this envelope, including its impact on the Green Belt, has been considered in the Landscape and Visual Impact assessment of the Environmental Statement.

This has concluded that the visual impact would be significant from certain viewpoints and the Design Guide as originally drafted included measures in respect of building design and landscaping, aimed at mitigating these impacts. Such impacts must also be weighed against the considerable economic benefits that would arise from bringing this development forward.

It should be noted that whilst the Parameter Plans set maximum heights to provide maximum flexibility to attract potential investors, it is not anticipated that development would completely fill this envelope. Large areas will be dedicated to access roads, parking and service yards

which will not be visible from a distance. The buildings will also reflect their function, and for some manufacturing uses, buildings of more modest height are likely to come forward.

The Design Guide which accompanies the LDO establishes a number of important principles (Parameters A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.

However, recognising concerns from the local community about the impact of the buildings on the Southern Area, the height parameters were reduced meaning that the maximum overall height would be up to 30 metres but with an exception to go higher, up to a maximum of 40 metres on up to 20% of the plot. Providing this additional height is shown to be necessary to deliver the development.

For the Northern Area, the existing Power Station is considerably higher than 40 m and therefore it is considered that the proposed buildings will have a less dominant impact on the landscape.

It is considered that restricting building heights further is not considered appropriate as this would not help to deliver the employment, skills and net zero objectives of the LDO and would potentially limit potential operators who would invest in this area.

It is considered that sufficient consideration has been given and justified conclusions reached in respect of the overall design parameters as set out in the Design Guide and detailed on the Parameter Plans. It provides a clear set of requirements for the development of each parcel of land to assess further Applications for a Certificate of Compliance against.

Impact on Highways

It is acknowledged in the Local Development Order that the proposals would create additional traffic movements, demands for new public transport service and road improvements. The approach to dealing with these matters has been to allow a proportion of development (610,000 m² or which generates operational traffic above particular set trip levels) that would use some of the remaining capacity of the national and local road network, and then thereafter allow no further development until such time as a further transport modelling is complete with the overall intention of creating a holistic transport solution taking account of the wider development of the Freeport development, HS2 and other committed development once they are known.

To ensure impact is minimised, a Sustainable Transport Strategy would be required to be prepared and approved prior to any building being occupied that would include identifying opportunities to improve bus services to local communities around the site. There is also a requirement for developers to contribute funding towards cycle routes accessing the site through a Biodiversity and Transport Mitigation Strategy.

Whilst it is noted that Leicestershire County Council as an adjoining local highway authority object to the proposals on highway grounds, the National Highways Authority support the LDO's approach and Nottinghamshire County Council as Local Highway Authority has indicated that, as National Highways has stated that it is satisfied that the wording of the conditions would ensure that the Strategic Road Network would not be adversely affected by the initial phases of development, this would mean that the residual impacts on the Local Road Network would be minimised.

For development to commence in the short term, it is reasonable to allow a proportion of the site to be developed giving that it has been demonstrated that it would have a limited impact on the local and national road networks.

What is unknown at this stage is what highway improvements would be required for the remainder of the site, how much they would cost and how it would be funded, but equally the exact nature of what would be developed on each parcel of the LDO and the associated impact on the local and national road network are not yet known. It should be highlighted that there may be an unknown period of time between the first parcel being constructed and the remainder of the site being developed because the nature of local and national highways improvements are unknown at this stage. The road improvements (where necessary) would potentially be funded through legal agreements associated with each subsequent Certificate of Compliance application. The Freeport scheme provides saving in business rates so that they can be used to contribute towards infrastructure improvements.

The overall purpose of the LDO is to provide flexibility for the development of the remainder of the site which this would provide. It is considered that the detailed assessment of highways matters has been sufficient, and that the approach to allow a proportion of development without further transportation modelling has been agreed with statutory consultees and would allow commencement of the Freeport in accordance with mandatory Government timescales.

Ecology and Biodiversity

It is a requirement within the LDO for an appropriate level of landscaping and Biodiversity Net Gain (BNG) to be provided. This has been based on detailed ecological assessment to consider the existing biodiversity value of the wider site.

The LDO will require the development to deliver a minimum of 10% BNG. Together with a hierarchy for delivering BNG, with the preference for it to be provided on-site. The Design Guide (Principle A3) has been amended to require developers to maximise the potential to include green roofs, or solar PV, as part of the building design. Principle SL2 (as revised) also encourages biodiversity to be provided within plots and to be designed to link with nearby areas of biodiversity to create ecological corridors across the site. Developers will be required to set out their proposals for the long-term management of BNG areas within the Transport and Biodiversity Mitigation Strategy.

The Environmental Impact Assessment has identified that the risk from development of any indirect impacts to statutory and non-statutory wildlife sites is low, such that any impact is considered not significant.

Based on these requirements as set out in the condition, associated with the LDO it is reasonable to conclude that the overall biodiversity value of the site would be improved and secured throughout the site.

Heritage

The impact on heritage assets is considered in Chapter 8 (Archaeology and Built Heritage) of the submitted Environmental Statement which considers that the potential impact on all built heritage assets is “not significant”. Following consultation, Nottinghamshire County Council asked for further consideration of: the settings of Ratcliffe-on-Soar village and the group of designated and non-designated heritage assets therein; the level of visual impact on the

setting of Kingston Hall (Grade II Listed and registered parkland) and designated heritage assets therein; the level of visual impact from within Kingston-on-Soar village with a high concentration of designated listed buildings and important views out of the designated Trent Lock Conservation Area.

After further consideration, a "Response to built heritage/conservation comments by Nottinghamshire County Council" document was prepared. It concluded that the proposals have been appropriately considered and that the development would have no significant impact on these heritage assets also identified by Nottingham County Council.

It is considered that all heritage matters having regard to the Ancient Monuments and Archaeological Areas Act (1979) and the Planning (Listed Building and Conservation Areas) Act 1990 have been appropriately considered as part of the proposed adoption of the Local Development Order.

HS2

Adjacent to the Site lies the East Midlands Parkway station that 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 Midlands 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. It is anticipated that 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 connectivity of the Site will be further enhanced by Government's proposals to connect HS2 services into East Midlands Parkway station. 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.

Whilst no specific design details have been finalised for East Midlands Parkway, one of the design principles set out in the LDO Design Guide is to "maximise potential to connect to EMP Station, considering future HS2 terminal." This would apply to all new development and is considered appropriate.

Connectivity and Public Rights of Way

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.

It is proposed to retain these footpaths, though with diversions in some instances (which will require applications under Section 257 of the Town and County Planning Act 1990). Furthermore, within the parameter plan for the whole site it is also a design requirement that all future development has the "Inclusion of cycle paths and footpaths within the site to support active travel and leisure and recreation opportunities."

It is reasonable to conclude that the proposals would actively improve connectivity in the long term and that no Public Rights of Way would be lost as a result of the proposals. Overall, connectivity would be improved to and through the site.

EMERGE Centre

A proposal for the 'East Midlands Energy Re-Generation Centre' (EMERGE Centre), which comprises a multi-fuel energy recovery facility and associated infrastructure, was granted planning permission on 24 March 2022 by Nottinghamshire County Council, who is the planning authority for waste management related development (planning application reference: 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 would be used to supply other developments which are built on the site over time.

This proposed LDO would not prohibit the development of the EMERGE Centre as it could continue to be implemented irrespective of the detail to be included in the LDO, as the basis of the initial design parameters has taken account of its location within the site.

Minerals and Waste

As part of the consultation exercise British Gypsum commented that they have the rights to mine for gypsum on a section of land on the northern part of the site as the site forms part of the minerals safeguarding area. The site owner has confirmed that British Gypsum are seeking to recover these minerals prior to the implementation of this part of the Local Development Order, and that the exploratory works are already being undertaken. It is reasonable to assume that this approach would not prohibit construction of the LDO given that only part of the site is affected, and that work is already underway for removal of the gypsum.

This approach is subject to condition 19 within the LDO that would delay implementation of LDO approved development within an area to the north east of the site (this is defined by the Potential Gypsum Resource Area parameter plan) until such time as those with a commercial interest establish whether the gypsum can be extracted on an economically viable basis, and if so, to submit an appropriate planning application for such extraction. If the planning application is approved by the mineral planning authority, then further time is allowed to cover a period of extraction

Furthermore, condition no. 16 would also be in place for the appropriate removal and management of the existing fly ash on the southern part of the site.

There would also be a site waste management plan dealing with waste associated with construction and a separate agreement for the waste generated through demolition.

It can therefore be concluded that all relevant measures in relation to minerals and waste affecting the development have been appropriately considered and where relevant conditioned.

Conclusion

It is considered that the during the creation of the Local Development Order the correct statutory process has been undertaken. In particular, sufficient publicity and consultation has been undertaken on the proposals and the views considered. In accordance with the Regulations, appropriate consultation has been undertaken on modifications to the proposals. Sufficient information has been made and considered in relation to the Environmental Impact Assessment) Regulations 2017.

In respect of the planning merits, both the parameter plan and design guide that form part of the LDO provide the basis of further assessment of each parcel of land with the site and provide reasonable limits on use, size and building height as well as other environmental improvements with the overall intention of achieving the aims of the project.

The development would result in the development of Green Belt land, being inappropriate development as defined by the NPPF, however it is considered that the wider social, economic and environmental benefits of the proposal provide the necessary “very special circumstances” to justify building within a Green Belt location. In accordance with national and local policy

In respect of transport, the overall approach is to provide a proportion of development within the wider site without requiring further transportation modelling to establish what highway improvement may be required. It is considered that this approach is reasonable to allow development to commence and secure the Freeport status of the site. However, it should be noted that, as conditioned, a mechanism will need to be in place for any future highway improvements so that it is shared amongst all future users of the LDO site.

This report has considered whether the steps taken by Rushcliffe Borough Council to make a Local Development Order for the redevelopment of Ratcliffe on Soar Power Station accords with relevant legislation and guidance, and whether the assessment of the matters raised as part of considering the proposals have been appropriately addressed.

It should be noted that Development Management have been monitoring the planning matters associated with the proposed Local Development Order since inception, and whilst there is no statutory requirement to provide this scrutiny report, it has provided a separate critical overview of the steps taken and an assessment of the conclusions from a Development Management perspective.

In summary, it is considered that in the making of the LDO relevant legislation and guidance has been complied with, and the assessment of the planning matters as part of the consideration of the LDO have been appropriately assessed and shown to be acceptable.



Council

Thursday, 13 July 2023

Revisions to the Council's Constitution

Report of the Monitoring Officer

**Cabinet Portfolio Holder for Strategic and Borough-wide Leadership,
Cllr N Clarke**

1. Purpose of report

This report summarises amendments to the Council's Constitution to reflect legislative changes, changes to procedures and the introduction of new procedures, recommendations of the Governance Scrutiny Group, and various other textual amendments.

2. Recommendation

It is RECOMMENDED that Council adopts the proposed revisions to the Constitution.

3. Reasons for Recommendation

- 3.1. The Borough has a duty to keep its Constitution up to date and is required to review it at least once annually.
- 3.2. The proposed revisions incorporate and give effect to legislation and policy and to changes requested following review by the Governance Scrutiny Group at its meeting on 29 June 2023. In addition, revisions have been made to reflect changes within the Council following the May 2023 elections, staffing changes and other procedural amendments have been proposed to refine where necessary and improve upon the way in which the Council operates.
- 3.3. It should be noted that due to the number of amendments proposed, particularly in relation to planning matters, the Governance Scrutiny Group was unable to consider all of the proposed amendments during the time available. Those amendments, which remain unconsidered will be taken to the next meeting of that Group and subsequently presented to Council in the same format as the amendments before you today.

4. Supporting Information

The proposed revisions are set out in a table at Appendix 1. A third column has been added to the table at the request of Governance Scrutiny Group. This provides some commentary around the proposed change and indicates

whether the change is an administrative change to be noted or a change for which approval is sought. A summary of the main proposed revisions is provided below:

Summary of proposed changes:

- 4.1. Part 2 – Political Leadership and Management Structure
 - Amendments required to the Cabinet membership and portfolios and the Leader of the Council's details. Committee memberships and 'Know your Councillor' details have also been updated.
- 4.2. Part 3 – Responsibility for functions and scheme of delegation
 - Amendments to reflect updated responsibilities for individual portfolios of Cabinet members
 - Amendments to reflect changes around officer responsibilities for services and processes
 - Terms of Reference and Membership of Committees, Groups, Panels and Boards added and amended where necessary
- 4.3. Part 4 – Standing Orders, Rules, and Financial Procedures
 - Public procurement thresholds have been amended following changes to procurement rules
 - Introduction of a process for alternative budget proposals
 - Revisions to the flowcharts detailing the procedure for motions and amendments to motions
 - Revisions to the timing of Planning Committee meetings
- 4.4. Part 6 – Member Allowances
 - Updates to mileage rates paid to Members to align with those paid to employees.

5. Risks and Uncertainties

The Council is required to undertake an annual review of its Constitution and ensure that it complies with the law. Failure to undertake a review of the Constitution risks a legal challenge of decisions taken.

6. Implications

6.1. Financial Implications

There are no direct financial implications arising from these proposals.

6.2. Legal Implications

Under section 37 of the Local Government Act 2000, the Council has a duty to keep its Constitution up to date and that section also prescribes its minimum content. The proposals in this report comply with those requirements.

6.3. Equalities Implications

There are no implications as this alteration to the Constitution does not involve new or changing policies, services or functions, or financial decisions that will have an effect on services.

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

There are no direct Section 17 implications.

7. Link to Corporate Priorities

Quality of Life	The proposed revisions should make it easier for members of the public, Councillors, and officers to access, and use, materials, which are essential to effective and efficient democratic decision-making.
Efficient Services	
Sustainable Growth	
The Environment	

8. Recommendation

It is RECOMMENDED that Council adopts the proposed revisions to the constitution.

For more information contact:	Gemma Dennis Monitoring Officer 0115 914 8584 gdennis@rushcliffe.gov.uk
Background papers available for Inspection:	The Council's constitution is available online
List of appendices:	Appendix 1: Table of amendments

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Summary of amendments to Constitution 2022/2023

Page Number/Section	Proposed Amendment	Comments
Entire Document	Replace 'Chairman' with 'Chair' and 'Vice Chairman' with 'Vice Chair', add asterisk at first mention of Chairman/Vice Chairman and insert note to make it clear that the Chair / Vice Chair can choose alternative terminology should they wish to.	For noting. This change was agreed in 2022 following officer discussions with members.
TOR for Planning Committee, Licensing Committee, EAC, Interviewing Committee, Civic Hospitality, LDG and Standards	Replace 'principals' with 'principles'	For noting. Spelling error.
Part 1 – Introduction		
Page 2	Amend para 1.4 to reflect Cabinet structure	For noting. Administrative change required following the election.
Part 2 – Political Leadership and Management Structure		
Page 11 Management Structure	Add photograph of Helen Knott – Service Manager for Planning	For noting. To reflect staffing changes.
Page 10 Cabinet Structure	Changes to Cabinet members and portfolios following the election Remove Business recovery after covid from Deputy Leader portfolio	For noting. Administrative changes required following the election.

Appendix 1

Page 11	Amendments to Scrutiny Group Chairs and Vice Chairs following the election.	For noting. Administrative changes required following the election.
Page 12	Replace 'Know your Councillor' details following the election.	For noting. Administrative changes required following the election.
Part 3 – Responsibility for Functions and Scheme of Delegation		
Page 16 para 3.1	Remove reference to Crime and Disorder reduction strategy	For noting. This has been replaced with the Community Safety Agreement which is signed off by Safer Notts Board.
Page 17 para 3.7	Responsibilities – Cabinet Portfolio holder for 'resources' should be replaced with Cabinet Portfolio holder for Finance	For noting. To reflect current Portfolio holder responsibilities.
Page 18 (within Community and Leisure responsibilities)	Remove reference to YOUNG	For noting. Funding for this project ceases in August 2023.
Page 22 para 3.30	<p>Under general responsibilities as Chief Executive:</p> <p>Add role as Electoral Registration Officer:</p> <p>Electoral Registration Officer</p> <p>The council of every district and London borough must appoint an officer of the council to be the ERO. In the City of London, the</p>	For noting. These roles sit with the Chief Executive and have always done so, this inclusion is for the sake of clarity and completeness.

<p>Common Council must appoint an officer as the ERO.</p> <p>Responsibilities:</p> <ul style="list-style-type: none"> • compiling the register of electors • Electoral Registration Officer ability to appoint deputies. <p>Add new heading after head of paid service section:</p> <p>Returning Officer</p> <p>Every district, county, unitary and metropolitan council is required to appoint an officer of the council to be the RO for the election of councillors to their local authority.</p> <p>Responsible for the conduct of a local government election, including:</p> <ul style="list-style-type: none"> • publishing the notice of election • administering the nomination process • printing the ballot papers • publishing the notice of poll, statement of persons nominated and notice of situation of polling stations • the provision of polling stations • appointing Presiding Officers and Poll Clerks 	
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	<ul style="list-style-type: none"> managing the postal voting process verifying and counting the votes declaring the result to select an appropriate alternative polling place (if required). Formal retrospective approval be sought by Council following the election if appropriate. to appoint deputy returning officers as required. 	
Page 23	Amend provisions around solo sealing – remove ‘In respect of any order’	For noting. Removes reference to ‘any order’ which does not reflect the breadth of documents that require sealing.
Page 24	Amend offices to officers	For noting. Typographical error.
Page 25 para 3.35 Page 456	Add appointment of Deputy Returning Officers and Deputy Registration Officers. Also add a sentence re altering Polling Places	For noting. The Chief Executive is responsible for the appointment of Deputy Returning Officers and Deputy Registration Officers, this amendment seeks to clarify this. This is also applicable to the addition of alteration of Polling Places.
Page 27	Footpath and bridleway diversions and creation orders under Property (acquisitions and disposals) 2	For noting. Typographical errors.
Page 27	Energy Performance of Buildings Regulations Directive	For noting. To update reference to correct legislation.
Page 27	Remove Strategic HR from Director Development & Economic Growth’s	For noting. Strategic HR sits with the Chief Executive’s Department now.

	list of responsibilities.	
Page 27	<p>Add new bullet point:</p> <ul style="list-style-type: none"> Determine Certificates of Compliance 	<p>For noting. These Certificates are submitted in connection with a Local Development Order (LDO) – in the event that the LDO is adopted we need to add the determination process to the scheme of delegation within the Constitution.</p> <p>NB this amendment should be read in conjunction with the following amendment.</p>
Page 28 page 457	<p>Insert bullet point:</p> <ul style="list-style-type: none"> Ward Councillors and the Chair of Planning Committee will be consulted on Certificate of Compliance applications for the area covered by the Local Development Order and will have 21 days to provide comments. Where there is a difference of opinion about material planning considerations between these Councillors and the planning officer, the planning officers will work with the Councillor(s) and the applicant to satisfy material objections. Where the difference of opinion cannot be resolved, it will be referred to the Cabinet Portfolio Holder for Planning and the Director for Development & Economic Growth for consideration. The Director will work with the Councillor(s) to arrive at a consensus. Where a 	<p>For approval. Governance Scrutiny Group discussed this amendment and proposed this wording following a recommendation from the Local Development Framework Group.</p>

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	consensus is not achieved, the Ward Councillors and/or Chair of Planning Committee can refer the Certificate to Planning Committee for determination.	
Page 45 para 3.60	Amend terms of reference for Governance Scrutiny Group to reflect the fact that membership is based on political proportionality.	For noting. For clarity.
Page 46 para 3.64	Amend terms of reference for Growth & Development Scrutiny Group to reflect the fact that membership is based on political proportionality.	For noting. For clarity.
Page 46 para 3.68 page 458	Amend terms of reference for Communities Scrutiny Group to reflect the fact that membership is based on political proportionality.	For noting. For clarity.
Page 45 para 3.62	Insert the following bullet point into terms of reference for Governance Scrutiny Group: <ul style="list-style-type: none"> • Reports on the Council as a 'Going Concern' 	For noting. This is already an item within the Terms of Reference for this Group so this amendment is for clarity and completeness.
Appendix 5 – Terms of Ref and Membership of Committees, Groups, Panels and Boards	Insert Terms of Reference for Member Development Group and Rushcliffe Strategic Growth Board (set out in full below)	For noting. These Terms of Reference are already agreed and in existence but have not as yet been included in the Constitution.
Part 4 – Standing Orders, Rules and Financial Regulations		
Page 64 para 4.8	All meetings shall start at 7.00pm (with the	For approval.

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	exception of Planning Committee which will start at 2:30pm 6:00pm)	
Page 66 para 4.20	Meetings of the Council, committees and member groups (with the exception of Planning Committee) shall adjourn at 10.00pm. At Planning Committee, no new items shall be started after 9.00pm.	For approval. Governance Scrutiny Group suggested the inclusion of a finish time for Planning Committee of 10pm.
Page 66 para 4.21	Provided that the Council, committee or member group may be resolution extend the closing time by 30 minutes to no later than 10:30pm. (with the exception of the Planning Committee which shall adjourn no later than 6:30pm).	For approval. As above, Governance Scrutiny Group suggested the inclusion of a finish time for Planning Committee of 10pm.
Page 82 Page 459	Remove 'Rules of Debate: Amendments to Motions' flowchart and replace with updated version (reproduced below)	For noting. None of the information with the tables has changed, the changes are merely designed to make the tables easier to work with in terms of layout.
Page 83 para 4.105	All meetings shall start at 7pm (with the exception of Planning Committee which will start at 2:30pm 6:00pm)	For approval. Please see earlier comments on this matter.
Page 85 para 4.118	Provided that the Council, committee or member group may be resolution extend the closing time by 30 minutes to no later than 10:30pm (with the exception of the Planning Committee) shall adjourn no later than 6:30pm).	For approval. Please see earlier comments on this matter.
Page 115	Insert procedure for proposal of Alternative budget (set out in full below)	For approval. There are currently no provisions within the constitution regarding the process to be

		<p>followed in the event that an Alternative budget is proposed. This amendment sets out the proposed procedure.</p>
<p>Page 192</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">page 460</p>	<p>Amend text as set out below:</p> <p>Planning application procedures 5.89. The following principles shall be followed by the Council in dealing with planning applications:</p> <p>Once a planning application has been registered and validated, officers will write to:</p> <ul style="list-style-type: none"> • The ward Councillors for the ward in which the application site is located • Ward Councillors where a section of the application site lies within their ward • Ward Councillors where a section of the application is immediately adjacent to the boundary of their ward • Councillors and officers will, wherever possible, avoid indicating the likely decision on an application or otherwise committing the Council during contact with applicants or objectors • Details of all applications will be sent to local ward Councillors and parish councils with the opportunity to comment. Any comments must be made in writing and returned to the planning department no 	<p>For approval. To set parameters around planning application consultations to ensure that the Council meets statutory timescales for dealing with planning applications.</p>

<p>page 461</p>	<p>later than 21 days from the date of the consultation in order to best equip the Council to meet government targets for dealing with planning applications. Should a Ward member be unable to respond within 21 days, they should contact the case officer to ask for an extension which may be accommodated if timescales allow. Late representations may also be accepted in cases where new information is provided in connection with an application beyond the 21 day deadline.</p> <ul style="list-style-type: none"> The Director Development and Economic Growth will be responsible for determining all applications except those which, in accordance with the Council's scheme of delegation, must be referred to the Planning Committee for determination. 	
<p>Part 5 – Codes of Conduct and Protocols</p>		
<p>Page 188 para 5.50</p>	<p>Add new bullet point:</p> <ul style="list-style-type: none"> I behave in accordance with all legal obligations, alongside any requirements contained within the Council's policies, protocols and procedures. 	<p>For approval. This is a commitment which is included within other authorities Member Code of Conduct and it is considered advantageous to include it within our Code.</p>
<p>Part 6 – Member Allowances</p>		

Page 224 – Schedule 2 Part 1	Update Councillor mileage rates in line with those paid to employees.	For noting. Administrative change to update mileage rates.
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Strategic Growth Board Terms of Reference

Objectives

The Board shall:

- Lead, support and deliver the strategic growth agenda for the Borough in line with the key themes of:
 - Major infrastructure (roads, rail and broadband)
 - Business Growth
 - Employment/skill growth
 - Housing Growth
- Consider issues, provide feedback and support the Leader and the Deputy Leader of the Council when making representations to the appropriate bodies, such as the Local Enterprise Partnership, and the Nottinghamshire Joint Economic Prosperity Committee regarding future priorities and funding applications
- Oversee the development and delivery of the work programme from the local growth boards and receive reports from these groups when necessary
- Support and monitor the future implementation of the Housing delivery plan within the Core Strategy
- Allocate and monitor the Growth Board's budget as determined within the Council's budget
- Commission necessary and relevant pieces of work that will assist in the delivery of the Board's work programme and aid and support delivery of the strategic priorities for economic development
- Where necessary, make recommendations to the Cabinet regarding the Strategic Growth agenda for the Borough

Membership

Core membership of the Board:

- Council Leader – Chairperson
- Nine elected members - including the Leaders of the two political groups and also a representative from the Green party, with its cross party membership reflecting the Council's political proportionality.
- Cabinet Portfolio holders for Finance and Business and Growth
- Nottinghamshire County Councillor

Due to the nature of the Boards' work it will be necessary to ensure sufficient external expertise is available when it gives consideration to specific topics and issues. In view of this non-voting co-optees to the board will be invited to attend from organisations such as:

- D2N2 Local Enterprise Partnership
- Rushcliffe Business Partnership

- Universities
- Homes England

This list is not exhaustive and additional coopted members may be invited/included to support the work of the Board with the approval of the Chairperson.

Governance arrangements

The Board meetings are not public meetings and information shared/discussed is to remain confidential to the Board members to enable open discussions about commercially sensitive information.

Meeting notes will be taken and distributed to Board members.

It is anticipated that the Board will meet once a quarter.

Resources and support

The Council has allocated a budget to support the work of the Strategic Growth Board and decisions on expenditure will be taken by the Chairperson and Board as required.

The hosting, coordination and secretariat support will be provided by Rushcliffe Borough Council.

Terms of Reference for the Member Development Group

Membership

- Chairman of the Group currently from an Opposition Group
- Group to comprise of nine Councillors and be politically proportionate

Terms of Reference

This Group is responsible for the training and development of elected Councillors ensuring that they have the skills and knowledge required to fulfil their roles. The Group will achieve this by:

- Creating an environment that encourages self-development and continuous learning
- Identifying, delivering and evaluating training and development opportunities for all Councillors
- Creating an effective Councillor Induction programme for delivery following a Borough Council election
- Overseeing changes to the way Councillors work and deliver their role
- Evaluating and making changes to the Councillors' Community Grant Scheme as required.

Support and Resources

- The Group will be supported by Charlotte Caven-Atack, Service Manager for Corporate Services

Process for debating motions at Council – unamended motion

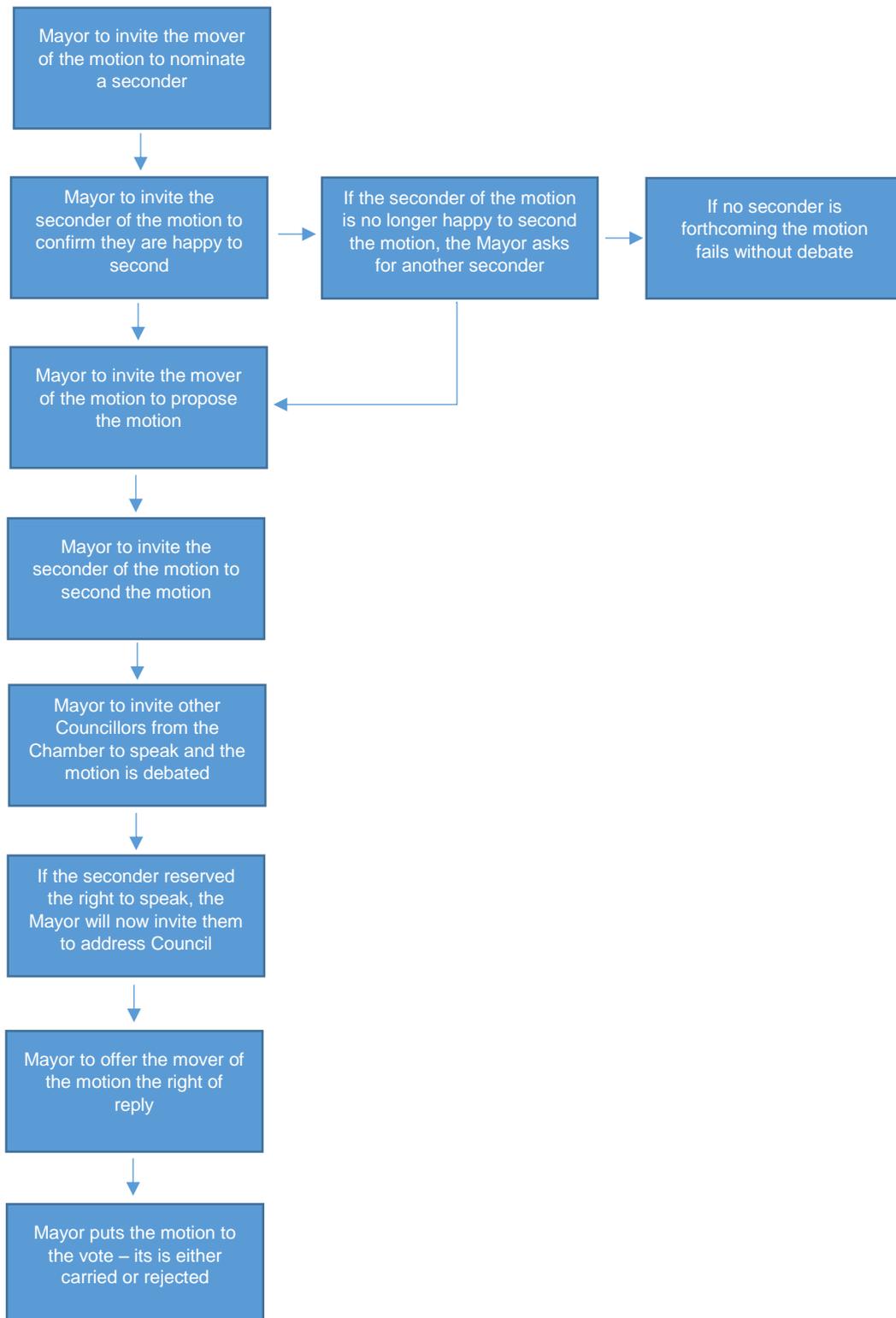
Motions for debate at Council need to be submitted in writing to the Chief Executive and Monitoring Officer no later than 5pm seven clear working days (not including the day of the meeting) before the meeting. Motions that meet the criteria set out in the Council's Constitution and accepted by the Chief Executive and Monitoring Officer will be printed with the agenda pack for the meeting and published five clear working days (not including the day of the meeting) before the meeting. At the majority of Council meetings, motions are debated towards the end of the agenda after the reports have been discussed. The following process is followed until such a point that an amendment to the motion is proposed (this will not happen in all cases). If an amendment is proposed a separate process is followed (please see Process for debating motions at Council – amended motion).

Action	Explanation
Mayor to invite the mover of the motion to nominate a seconder	Motions require a mover (the person who has submitted the motion and will propose it to Council) and a seconder (a supporter of the motion). Without a seconder the motion cannot be moved.
Mayor to invite the seconder of the motion to confirm they are happy to second	If the identified seconder is no longer happy to second the motion the Mayor can open the position out to any Councillor. If there is still no seconder, the motion has failed without debate and the Mayor will move on to the next item on the agenda.
Mayor to invite the mover of the motion to propose the motion	The mover of the motion can speak for ten minutes on the motion. Occasionally, the mover of the motion will propose a change to the motion they have submitted. These are usually minor amendments or clarifications and can be changed with the agreement of the Council. If agreement is not given the mover must present the motion as it appears in the meeting papers.
Mayor to invite the seconder of the motion to second the motion	The seconder may speak for up to five minutes in support of the motion or reserve the right to speak later in the debate.
Mayor to invite other Councillors from the Chamber to speak and the motion is debated	Any other Councillors in the Chamber can speak in support of or against the motion by indicating to the Mayor that they wish to speak and waiting to be invited to do so. They can speak for up to five minutes. The Mayor will invite Councillors to speak in the order that they indicate their wish to speak until no more speakers are waiting or until such a time that they feel the motion has been sufficiently debated and no new points of view are being raised.
If the seconder reserved the right to speak, the Mayor will now invite them to address Council	Often a seconder will reserve the right to speak until later in the debate to assist the mover of the motion in addressing the objections made by Councillors during the

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	debate. They may speak for up to five minutes. If they have spoken earlier, they will not be able to speak a second time.
Mayor to offer the mover of the motion the right of reply	The mover of the motion has the opportunity to address the objections made by Councillors during the debate. They may speak for up to five minutes.
Mayor puts the motion to the vote	The Mayor will ask Councillors to indicate with a show of hands whether they vote for the motion, against the motion, or if they wish to abstain.

Process of debating a motion – unamended motion – flowchart



Process for debating motions at Council – amended motion

Sometimes a Councillor (or political group) may wish to make an amendment to a motion. This could be for a variety of different reasons including a clarification of responsibilities, bringing the action within the control of the Council, or to strengthen what is being proposed by being more specific about the action to be taken (the ways in which a motion can be amended are outlined in more detail in the Constitution). When an amendment is proposed, the main debate on the motion is paused and a debate on the amendment is undertaken. At the end of the debate on the amendment a vote is taken. If the amended motion is accepted by Council it becomes the substantive motion and replaces the original motion under debate. The debate continues. A motion can be amended multiple times and in each case the main debate is paused, the amendment is debated and then voted upon. Debate returns to the substantive motion each time. The substantive motion will always reflect the latest version of the motion as agreed upon by Council. The following table explains the process further with text in green highlighting those actions that are specific to debating an amendment to a motion.

Action	Explanation
Mayor to invite the mover of the motion to nominate a seconder	Motions require a mover (the person who has submitted the motion and will propose it to Council) and a seconder (a supporter of the motion). Without a seconder the motion cannot be moved.
Mayor to invite the seconder of the motion to confirm they are happy to second	If the identified seconder is no longer happy to second the motion the Mayor can open the position out to any Councillor. If there is still no seconder, the motion has failed without debate and the Mayor will move on to the next item on the agenda.
Mayor to invite the mover of the motion to propose the motion	The mover of the motion can speak for ten minutes on the motion. Occasionally, the mover of the motion will propose a change to the motion they have submitted. These are usually minor amendments or clarifications and can be changed with the agreement of the Council. If agreement is not given the mover must present the motion as it appears in the meeting papers.
Mayor to invite the seconder of the motion to second the motion	The seconder may speak for up to five minutes in support of the motion or reserve the right to speak later in the debate.
Mayor to invite other Councillors from the Chamber to speak and the motion is debated	Any other Councillors in the Chamber can speak in support of or against the motion by indicating to the Mayor that they wish to speak and waiting to be invited to do so. They can speak for up to five minutes. This is the point at which amendments will be proposed.
Mayor invites a Councillor to speak	The Councillor that has been invited to speak wishes to propose an amendment to the motion.

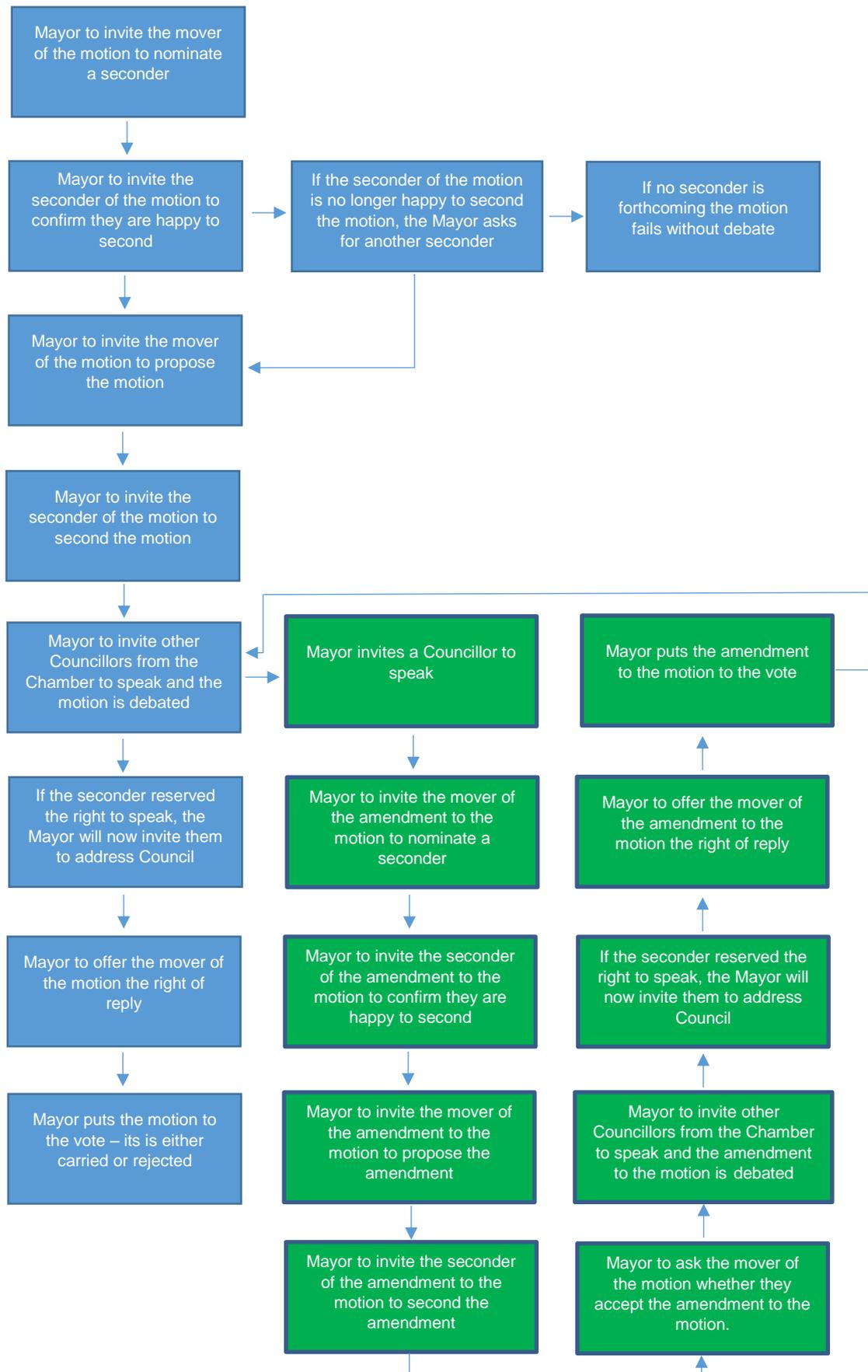
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<p>Mayor to invite the mover of the amendment to the motion to nominate a seconder</p>	<p>The same as motions, amendments to motions require a mover (the person who has submitted the amendment to the motion) and a seconder (a supporter of the amendment to the motion). Without a seconder the amendment to the motion cannot be moved.</p>
<p>Mayor to invite the seconder of the amendment to the motion to confirm they are happy to second</p>	<p>If the identified seconder is no longer happy to second the amendment to the motion the Mayor can open the position out to any Councillor. If there is still no seconder, the amendment to the motion has failed without debate and the Mayor will return to the debate on the motion.</p>
<p>Mayor to invite the mover of the amendment to the motion to propose the amendment</p>	<p>The mover of the amendment to the motion can speak for five minutes on the motion.</p>
<p>Mayor to invite the seconder of the amendment to the motion to second the amendment</p>	<p>The seconder may speak for up to five minutes in support of the amendment to the motion or reserve the right to speak later in the debate.</p>
<p>Mayor to ask the mover of the motion whether they accept the amendment to the motion.</p>	<p>The mover of the original motion has the opportunity to accept the amendment. If they do so, no further debate on the amendment is heard, no vote is taken, and the motion still 'belongs' to them. The amended motion becomes the substantive motion and the debate continues.</p> <p>If they do not accept the amendment to the motion the Mayor proceeds with the debate on the amendment.</p>
<p>Mayor to invite other Councillors from the Chamber to speak and the amendment to the motion is debated</p>	<p>Any other Councillors in the Chamber can speak in support of or against the amendment to the motion by indicating to the Mayor that they wish to speak and waiting to be invited to do so. They can speak for up to five minutes. The Mayor will invite Councillors to speak in the order that they indicate their wish to speak until no more speakers are waiting or until such a time that they feel the amendment to the motion has been sufficiently debated and no new points of view are being raised.</p>
<p>If the seconder reserved the right to speak, the Mayor will now invite them to address Council</p>	<p>Often a seconder will reserve the right to speak until later in the debate to assist the mover of the amendment to the motion in addressing the objections made by Councillors during the debate. They may speak for up to five minutes. If they have spoken earlier, they will not be able to speak a second time.</p>

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Mayor to offer the mover of the amendment to the motion the right of reply	The mover of the amendment to the motion has the opportunity to address the objections made by Councillors during the debate. They may speak for up to five minutes.
Mayor to offer the mover of the original motion the right of reply	The mover of the original motion is also given the right of reply, often focusing on why the original motion should be supported and the amendment cast aside. They may speak for up to five minutes.
Mayor puts the amendment to the motion to the vote	<p>The Mayor will ask Councillors to indicate with a show of hands whether they vote for the amendment to the motion, against the amendment to the motion, or if they wish to abstain.</p> <p>If Council votes to accept the amendment to the motion, it becomes the substantive motion belonging to the Councillor that proposed the amendment.</p> <p>If Council votes to reject the amendment, the debate returns to the original motion.</p> <p>The process to debate an amendment to the motion (in this table as green text) will be followed each time an amendment is proposed until no further amendments are proposed. At this time the debate returns to the main process (in this table as black text).</p>
Mayor to invite other Councillors from the Chamber to speak and the motion is debated	The Mayor will invite Councillors to speak in the order that they indicate their wish to speak until no more speakers are waiting or until such a time that they feel the motion has been sufficiently debated and no new points of view are being raised.
If the seconder reserved the right to speak, the Mayor will now invite them to address Council	Often a seconder will reserve the right to speak until later in the debate to assist the mover of the motion in addressing the objections made by Councillors during the debate. They may speak for up to five minutes. If they have spoken earlier, they will not be able to speak a second time.
Mayor to offer the mover of the motion the right of reply	The mover of the motion has the opportunity to address the objections made by Councillors during the debate. They may speak for up to five minutes.
Mayor puts the motion to the vote	The Mayor will ask Councillors to indicate with a show of hands whether they vote for the motion, against the motion, or if they wish to abstain.

Process of debating a motion – amended motion – flowchart



Glossary:

Motion: a proposed policy or action for the Council to take

Mover: a councillor who proposes a motion or an amendment to a motion

Seconded: a councillor who formally supports a motion or an amendment to a motion

Amendment: a proposed change to a motion

Debate: the opportunity for Councillors within the Chamber to put forward their views on the motion or an amendment to the motion

Substantive motion: the motion that is debated after an amendment is carried (replacing the original motion)

Provisions relating to the Budget for the Authority

Once the budget proposals are agreed by the Cabinet, a political group and/or any member of the Council can choose to prepare an alternative budget or amendments. The Finance function will specifically assign a senior finance officer to each political group to support this exercise. Consistent information will be made available to all groups but discussions and requests for supplementary information within the groups are confidential to that group. If similar requests are made by more than one group, officers will take steps to ensure there is no duplication of effort, whilst maintaining group confidentiality.

The alternative budgets / amendments produced must have the effect of providing the Council with a “balanced budget”. This must be determined by the Council’s Section 151 Officer in collaboration with the Council’s Monitoring Officer, following which a budget motion can be submitted for presentation to Full Council. Any motion to amend the Cabinet’s budget proposals will only be permissible if it has been provided to the Council’s Section 151 Officer at least 7 working days prior to the Council’s Budget Meeting; and certified by the Section 151 Officer at least 2 working days prior to the Council’s Budget Meeting as being reasonably calculated and sufficiently deliverable as to be robust and sustainable in the medium term and continue to ensure that reserves are maintained at an adequate level which protects the Council’s financial standing.

Alternative Budget Proposal Commentary

Alternative budget proposals should be published one working day in advance of Council. Further commentary can be provided when specific proposals are released. Alternative proposals are required to include Section 151 commentary which will set out the financial implications of the proposals. In general terms, alternate budget proposals would typically involve one or more of the following:

- An amendment to the proposed Council Tax increase;
- Use of reserves or contingency to fund additional revenue proposals; or
- An expansion of the Capital Programme.

Procedure for Budget Debate

All Group Leaders (or their nominated speaker) will have the opportunity to move a revenue budget or make a budget statement at the meeting in connection with the Medium Term Financial Strategy. If they intend to propose an alternative budget, the details of the proposed amendments should also be submitted in writing to the Chief Executive and Monitoring Officer by the third working day before the meeting, in

order for them to be considered by the Council's Section 151 Officer prior to the meeting.

Speeches from the Group Leaders (or their nominated speaker) will be time limited in accordance with existing procedure rules and any extension agreed at the meeting with agreement by the Mayor. The Leader of the Council (or nominated speaker) will introduce the report and move The Cabinet's recommendations. This will be the Leader's opportunity to speak on the budget and put forward any proposed additions or amendments. The motion will be seconded by the Leader's nominated Cabinet member. The other Group Leaders (or their nominated spokesperson) will then be given the opportunity to move an alternative budget or make a budget statement. Alternative budget proposals will need to be seconded.

Once all proposals and statements have been made, a vote will be taken on each budget proposal, commencing with the majority group's budget proposal first. If the vote is carried on the first proposal that will conclude the item. If the vote is not carried, the remaining budget proposals will be voted upon in the order in which they were presented, until a motion is carried. The vote on the budget will be taken by way of recorded vote.

Rates of Travelling Allowance and Provisions Relating Thereto (from 1 May 2023)

Travel by public transport (which, for the avoidance of doubt, excludes air travel) where more than one class of fare is available shall be booked/paid for with a view to ensuring best value and economy wherever possible.

The rate for travel by a Councillor's own solo motorcycle will be 24.0p per mile.

The rate for travel by a Councillor's own private motor vehicle, or one belonging to a member of his family or otherwise provided for their use, other than a solo motor cycle, shall be in accordance with the National Joint Council (NJC) rates for officers applying at the relevant time, which, from 1 May 2023 45.0p per mile.

The rates specified may be increased by not more than the amount of any expenditure incurred on tolls, ferries or parking fees and overnight garaging.

The rate for travel by bicycle shall be 20p per mile.

The rate for travel by taxicab or cab shall not exceed:

- in cases of urgency or where no public transport is reasonably available, the amount of the actual fare and any reasonable gratuity paid, and
- in any other case, the amount of the fare for travel by appropriate public transport.

The rate for travel by a hired motor vehicle other than a taxi-cab shall not exceed the rate which would have been applicable had the vehicle belonged to the Councillor who hired it provided that where the body so approves the rate may be increased to an amount not exceeding the actual cost of hiring.

The rate for travel by air shall not exceed the rate applicable to travel by appropriate alternative means of transport together with an allowance equivalent to the amount of any saving in subsistence allowance consequent on travel by air. Provided that if the Council resolves, either generally or specifically, that the saving in time is so substantial as to justify payment of the fare for travel by air, there may be paid an amount not exceeding:

- the ordinary fare or any available cheap fare for travel by regular air service; or
- where no such service is available or in case of urgency, the fare actually paid by the Councillor.

As per the independent panel recommendations, approved March 2015, the rate of allowances will remain in parity with officer allowance rates.

The cost of travel outside of the UK shall not be reimbursed unless it has previously been authorised by the Council.

Travel allowances to be payable from home to place of duty, or another location (if applicable and less), except that where a Councillor's main residence is no longer in Rushcliffe and is a greater distance than their last qualifying address in the Borough, such allowances shall be payable from the latter.

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Council

Thursday, 13 July 2023

LGA Debate not Hate Campaign

Report of the Monitoring Officer

**Cabinet Portfolio Holder for Transformation, Leisure, and Wellbeing,
Councillor J Wheeler**

1. Purpose of report

- 1.1. This report seeks to inform Council of the Local Government Association (LGA) Debate not Hate campaign, specifically, the outcomes of the research carried out in 2021, and the recommendations made to Local Government, and other partners, as a result of this work.
- 1.2. A report about the Debate not Hate campaign has been considered by Cabinet, which recommended that Council endorses and supports the LGA campaign as set out below.

2. Recommendation

It is RECOMMENDED that Council endorses and supports the LGA campaign by signing the online Debate not Hate public statement.

3. Reasons for Recommendation

Abuse and intimidation are unacceptable behaviours and serve to silence democratic voices and deter people from engaging with politics. As a Council, we should support our councillors in whatever ways we can, working with our partners to stamp out unacceptable behaviours.

4. Supporting Information

- 4.1. Councillors are at the centre of local democracy; they are elected from amongst their local community and form a vital link between councils and residents. It is a privilege and responsibility to be elected to public office. However, increasing levels of abuse and intimidation in political and public discourse are negatively impacting politicians and democracy at local and national levels.
- 4.2. There is a considerable volume of evidence of the impact of abuse, intimidation, and aggression at a national level, including extreme incidents such as the murder of Jo Cox MP and Sir David Amess MP.

- 4.3. To understand the impacts on local government and councillors, the LGA launched a call for evidence of abuse and intimidation of councillors in October 2021. Respondents were asked to set out their personal experiences of abuse and intimidation as councillors or candidates, or abuse of councillors they had witnessed. The LGA report sets out the findings and recommendations for the future of local democracy. One headline finding from the report was that seven in ten councillors reported experiencing abuse and intimidation in the previous 12-month period. A link to the report and its full conclusions and recommendations is available to view at the Appendix of this report.
- 4.4. The report recommends that councils and other relevant partners should take greater responsibility for the safety and wellbeing of councillors and take a proactive approach to preventing and handling abuse and intimidation against councillors. This should include addressing the impacts of abuse on councillors' mental health and wellbeing and working in partnership with other agencies and councils to ensure that threats and risks to councillors' safety, and that of their families, are taken seriously.
- 4.5. Other recommendations of particular relevance to local councils are that Government should prioritise legislation to put it beyond doubt that councillors can withhold their home address from the public register of pecuniary interests.
- 4.6. Other proposals within the report include the recommendation that social media companies and internet service providers should acknowledge the democratic significance of local politicians and provide better and faster routes for councillors reporting abuse and misinformation online.
- 4.7. The report also makes recommendations around the role of the police and suggests replicating successful approaches taken with MPs or candidates during elections and providing a specialist Single Point of Contact for councillors in the local police force. Another approach suggested is having a Safety Liaison Officer (SLO) as is provided for journalists across many forces in England; SLOs oversee cases related to crime against journalists and intervene only when necessary.
- 4.8. There is currently no clear offer of support or leadership from the Government in relation to the safety of local councillors, despite serious incidents taking place in the last few years and concerns about the vulnerability of councillors and the impact of abuse on local democracy. This is in contrast to the centrally coordinated support provided to MPs in relation to abuse, harassment, and personal safety.
- 4.9. The LGA are calling on local government leaders, the Government and relevant partners like the police, political parties, and social media companies to come together through a government convened working group to produce and implement an Action Plan that addresses the abuse and intimidation of elected members and candidates and ensures their safety while they fulfil their democratic roles.

4.10. It is considered of significant importance, that as a Council we endorse the work that has been done so far by the LGA and the recommendations that have been made and be ready to consider and implement where appropriate any forthcoming Action Plan provisions around this very important issue

5. Alternative options considered and reasons for rejection

Council could decide not to endorse the Debate not Hate campaign by signing the public statement, but it is not considered that this would be an appropriate response. As a Council we should take responsibility for the safety and wellbeing of our elected councillors and take a proactive approach to preventing and handling abuse and intimidation against them.

6. Risks and Uncertainties

The risk to the Council if we do not sign up to support this campaign is both to our current councillors, our in-action could lead to incidents of abuse and intimidation against them, and future councillors in terms of what they are expected to endure

7. Implications

7.1. Financial Implications

There are no direct financial implications arising from the recommendations of this report.

7.2. Legal Implications

There are no direct legal implications arising from the recommendations of this report.

7.3. Equalities Implications

There are no direct equalities implications arising from the recommendations of this report.

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

There are no direct Section 17 implications arising from the recommendations of this report.

8. Link to Corporate Priorities

Quality of Life	Our residents' quality of life is our first priority, signing up to this campaign will help to contribute to our aim of creating great, safe communities to live and work in
Efficient Services	This report does not contribute to this corporate priority.

Sustainable Growth	This report does not contribute to this corporate priority.
The Environment	This report does not contribute to this corporate priority.

9. Recommendation

It is RECOMMENDED that Council endorses and supports the LGA campaign by signing the online LGA Debate not Hate public statement.

For more information contact:	Gemma Dennis Monitoring Officer 0115 914 8584 gdennis@rushcliffe.gov.uk
Background papers available for Inspection:	None
List of appendices:	Appendix – Debate not Hate: The impact of abuse on local democracy LGA https://www.local.gov.uk/publications/debate-not-hate-impact-abuse-local-democracy