

Interim Vehicle (EM DevCo)
Local Authority Chief Executives Group



5th February 2021

Dear Adrian, Bev, John, Kath and Ruth,

Formal Request to confirm funding support for the Establishment of the EM DevCo Interim Vehicle for 2021/22

Further to our recent Interim Vehicle discussions and as requested, I write to request confirmation of financial contributions to enable the establishment of the Interim Vehicle. Specifically, this request seeks confirmation of funding for 2021/22 in advance of certainty of Government funding and/or HS2.

The funding would be held in a separate company account and will only be released for spending following formal agreement to the annual business plan and budget by the Oversight Authority of Members in line with the Articles of Association and Reserved Matters.

Through previous discussions and reports it is understood that the local authority partners have committed £1.5m per annum for the next three years with Nottinghamshire and Leicestershire County Councils contributing £500k each and the three District Councils £500k collectively (£167k per authority).

The funding for 2021/22 will enable the company and associated team to be established with a working budget. A schedule of the indicative year 1 deliverables expected to be included in the business plan is appended. These will be crucial to positioning the development and infrastructure proposals for the three key growth sites and will support the Development Corporation and Freeport business cases alike.

In conclusion, it would be helpful to know whether each Council is able to confirm their respective and proportionate funding contributions for 2021/22 from 1st April 2021 regardless of the outcome from the Government on HS2 or funding. The confirmation would enable the programme team to progress with the incorporation of EM DevCo and development of the business plan that would include different scenarios (Government funding or no Government funding etc).

Any commitment would be subject to final approval of the Business Plan and Budget at the Oversight Authority anticipated in March 2021.

Please let me know if there is further information you would require.

In the meantime, I look forward to hearing from you.

Kind Regards

A handwritten signature in black ink, appearing to read "KH", followed by a horizontal line.

Ken Harrison

Programme Director, Development Corporation Programme

YEAR 1 INTERIM VEHICLE PROGRAMME DELIVERABLES

	ACTIVITIES /WORKSTREAMS	OUTCOMES Year 1
CORPORATE DELIVERABLES (Across all 3 sites)		
1	Outline High-Level Plan and technical appendices setting out contextual/technical issues (part 1)	<p>Through the High-Level Plan the Interim Vehicle will in the First Year have a clear understanding of:</p> <ul style="list-style-type: none"> • How we best co-ordinate as a ‘guiding tool’ the delivery of aspirations across the three sites • Off and on-site infrastructure requirements and approaches to delivery • Environmental and blue & green opportunities • What will be required from planning policy documents and alignment between the key objectives for the sites; connecting assets and infrastructure • A framework for design quality and design codes; and • Our key messages and target audiences to lobby for change; informing emerging policy and engagement with investors and market audiences <p><i>The High-Level Plan will be prepared alongside;</i></p> <p>A Communications & Stakeholder Plan that will provide:</p> <ul style="list-style-type: none"> • A clear understanding of the different audience of the purpose and benefits of the Interim Vehicle in advance of the EM DevCo • Understanding and alignment between key stakeholders’ objectives that benefit the delivery of the projects. • Aligned stakeholder and communications strategies across the 3 sites particularly where there are cross cutting initiatives (e.g. Zero, skills, Freeport) and where appropriate inform the preparation of collaboration agreements.
2	Ongoing external advice to the LLUDC Business Case across the 3 sites.	<ul style="list-style-type: none"> • The continued support of Government and alignment with emerging critical decisions, delivery requirements and dependencies through the Interim Vehicle delivery programme.
3	Soft Market Testing & Fund-Raising advice (across 3 sites)	<ul style="list-style-type: none"> • This will build on the early work in support of the business case for the LLUDC model to give the Interim Vehicle the necessary market intelligence and analysis to inform its land and commercial requirements and deliver the potential mechanisms to progress early agreements.

YEAR 1 INTERIM VEHICLE PROGRAMME DELIVERABLES

ACTIVITIES /WORKSTREAMS		OUTCOMES Year 1
TOTON & CHETWYND		
4	Finalise Strategic Masterplan / Supplementary Planning Document (Broxtowe Borough Council working with the Interim programme team)	<p>In the First Year the Interim Vehicle will:</p> <ul style="list-style-type: none"> • Prepare market facing Development/Developer Brief(s)¹ - this will be informed by the Strategic Masterplan, the HS2 process, technical and feasibility studies and a land & commercial delivery plan. The working assumption is the LLUDC will act as a master developer with the actual mechanisms to engage the market to be determined by the Interim Vehicle in Y1. The options range from an initial development management role to the engagement of funding partners to bring forward a development masterplan. • Seek to secure the funding route for the Northern section of the Toton link road by putting in place a revised business case, alongside an agreed strategic approach to the connection with Chetwynd Barracks to deliver the full route to Swiney Way. • Undertake feasibility on a Skills Academy - identify and align the opportunities in the area (industry, education skills gap), around developing the potential for a Biodiversity / Medical innovation Campus. • Establish the basis for a cooperation / collaboration agreement on Chetwynd Barracks that could range from the acquisition of land through the LLUDC to a Memorandum of Understanding or a Joint Venture for a comprehensive approach. • Align the development approach with ZERO and identification of the opportunities for developing a low carbon mixed use development at Toton & Chetwynd. • Relocation Feasibility – where appropriate to establish with existing rail operators if there is a workable way forward for a collaborative approach to the medium to long term relocation.
5	HS2 Hybrid Bill alignment with Toton and Chetwynd Strategic Masterplan.	
6	Toton & Chetwynd Technical and feasibility studies and site investigations to inform a land and commercial delivery strategy and development brief(s).	
7	Feasibility study for a skills academy	
8	Land strategy (including statutory planning process), negotiations & commercial / financial and legal structure – ongoing and align negotiations / head of terms with emerging commercial delivery strategy.	
9	Revised business case for early infrastructure ask for Toton & Chetwynd link road – Stage 1 preconstruction design to inform a revised business case in order to progress at pace once a funding route is identified	

¹ This approach does not preclude on-going discussions to reach agreement with landowners to bring forward their sites in accordance with the emerging Strategic Masterplan

YEAR 1 INTERIM VEHICLE PROGRAMME DELIVERABLES

ACTIVITIES /WORKSTREAMS		OUTCOMES Year 1
RATCLIFFE ON SOAR		
10	Establish basis for alignment of proposition for Ratcliffe including, potential private sector partners, Government, LLUDC and Rushcliffe BC.	<p>In the First Year the Interim Vehicle will:</p> <ul style="list-style-type: none"> • Seek to enter into a Collaboration Agreement to establish the project direction and a commercial basis for proceeding (commercial land and delivery plan). • Alongside the Collaboration Agreement prepare an Outline Development Brief that will provide the basis for the preparation of a Development Masterplan in advance of a planning application (agreed route to be determined). • Coordinate with the Freeport Proposals/Business Case (if successful) and progress an infrastructure funding bid through the LLUDC business case. • Align development aspirations for Ratcliffe power station alongside a business case and funding route for progressing ZERO, with partners including Freeport, Universities, industry and Government. • ZERO – Undertake a 5-point plan establishing the basis for a formal business plan (Independent leadership, the ‘Why’, resourcing, collaborate, steering group) that will provide clarity on the differentiating factors and market opportunities that provide the compelling case across the 3 areas with potential for a centre at Ratcliffe on Soar Power Station for the development of market - ready zero emission technologies.
11	Strategic policy alignment and negotiations to shape Ratcliffe policy framework to inform land strategy.	
12	Collaboration agreement – negotiation of agreed development, objectives, responsibilities and budgets, alongside principles for commercial Heads of Terms, including financial & legal structuring.	
13	Concept masterplan & infrastructure plan, stage 1 site investigations, the next stage feasibility / viability for a target occupier strategy, initial agreement and preparation of brief and agreed procurement process.	
14	Alignment of development infrastructure funding with LLUDC business case and the Freeport proposal.	

YEAR 1 INTERIM VEHICLE PROGRAMME DELIVERABLES

ACTIVITIES /WORKSTREAMS		OUTCOMES Year 1
East Midlands Airport Area (EMAA)		
15	Parameters for EMAA growth masterplan and policy Framework (developing the vision and potential asks (spatial, infrastructure asks, powers). Initially develop scope and red line for development area / baseline information required.	<p>In the First Year the Interim Vehicle will:</p> <ul style="list-style-type: none"> • Establish the scale of opportunity – agree red line with the public sector partners. • Align the level of ambition with the planning policy requirements to set the parameters for an EMAA strategic growth masterplan and policy framework. • Agree approach and scope for the strategic growth masterplan and high-level Infrastructure plan. • Identify opportunities to enter into Memorandums of Understanding with key strategic partners in the EMAA area (note aligned with the Freeport proposition). • Coordinate with the Freeport Proposals/Business case (if successful) and make progress on an infrastructure funding bid through the LLUDC business case. • Undertaken early scheme feasibility and high-level visioning to position the opportunity to stakeholders and partners and identify potential funding and delivery mechanisms.
16	Develop scenarios, strategic masterplan and infrastructure plan	
17	Develop evidence base - planning framework and develop a delivery strategy	
18	Land strategy and negotiations with strategic partners e.g., collaboration agreements/ Memorandums of understanding key stakeholders.	
19	Alignment of development infrastructure funding with LLUDC business case and the Freeport business case	