

Title of Report	RATCLIFFE-ON-SOAR POWER STATION PROPOSED LOCAL DEVELOPMENT ORDER	
Presented by	Sarah Lee Principal Planning Policy Officer	
Background Papers	National Planning Policy Framework National Planning Practice Guidance Ratcliffe-on-Soar Power Station site: LDO initial public consultation Planning Advisory Service advice on Local Development Orders	Public Report: Yes
Financial Implications	The response to the consultation is met through existing staff resources. Signed off by the Section 151 Officer: Yes	
Legal Implications	No specific legal implications arising from the content of this report Signed off by the Monitoring Officer: Yes	
Staffing and Corporate Implications	No staffing implications associated with the specific content of this report. Links with the Council's Priorities are set out at the end of the report. Signed off by the Head of Paid Service: Yes	
Purpose of Report	This report gives the Committee information about the proposed Local Development Order for the Ratcliffe-on-Soar Power Station site and includes the response to the initial public consultation to set out matters of interest and concern to this council.	
Recommendations	THAT LOCAL PLAN COMMITTEE NOTES THE RESPONSE TO THE CONSULTATION ON THE RATCLIFFE-ON-SOAR POWER STATION PROPOSED LOCAL DEVELOPMENT ORDER AS SET OUT AT APPENDIX 1	

1. BACKGROUND

- 1.1 Ratcliffe-on-Soar power station is situated to the north of the district boundary in the borough of Rushcliffe in Nottinghamshire. The power station has been operating for more than 50 years and will close at the end of September 2024 in line with government policy to end coal-fired power generation.
- 1.2 Along with East Midlands Airport and Gateway Industrial Cluster (EMAGIC) in North West Leicestershire and the East Midlands Intermodal Park (EMIP) in South Derbyshire, the site is covered by the East Midlands Development Company which is charged with co-ordinating and delivering the regeneration of the three sites. The three sites also comprise the East Midlands Freeport. Freeports are a flagship government programme to encourage investment, innovation and job creation.
- 1.3 Rushcliffe Borough Council (RBC) is now working with the power station's owners, Uniper, to explore options for the redevelopment of the site. They have decided to take things forward through a Local Development Order and RBC has published outline proposals for a first stage of informal public consultation.

- 1.4 The consultation closed on Monday 10 January 2022 and to meet this deadline, Appendix 1 has been submitted to RBC as officer-level comments. These have also been discussed and agreed with the Portfolio Holders for Planning and Infrastructure respectively. Therefore, this report is for noting only.

2. WHAT IS A LOCAL DEVELOPMENT ORDER?

- 2.1 A Local Development Order is made by a local planning authority and it effectively grants permitted development rights for specified types of development in a defined location. The National Planning Policy Framework (NPPF) encourages their use to help provide certainty, speed up the planning process and where the approach would achieve social, economic and/or environmental benefits. The [Planning Advisory Service](#) reports that “LDOs can help enable growth by positively and proactively shaping sustainable development in their area. They can play an important role in incentivising development by simplifying the planning process and making investment more attractive”.
- 2.2 The government wants to see development brought forward quickly in Freeports and this can be facilitated by using LDOs.

3. WHAT IS PROPOSED?

- 3.1 The site is some 265Ha and is situated to the north and south of A453 Remembrance Way. It comprises the current power station, the coal stockpiles, the operational power plant, eight cooling towers, supporting buildings and facilities, ash management operations and a National Grid substation.



- 3.2 The site has two access points with A453 dual carriageway which connects to M1J24, located in North West Leicestershire. It has good freight connectivity as bulk goods can be transported in and out of site by both rail and road. The East Midlands Parkway station on the Midlands Main Line is immediately to the west. The site also benefits from high-capacity energy supply infrastructure as a legacy of its power station use.
- 3.3 On the northern part of the site a planning application for an energy from waste facility (the East Midlands Energy Re-Generation Centre (EMERGE)) was approved in June 2021 subject to the completion of a legal agreement. North West Leicestershire District Council was consulted on the application and raised no objections (application reference 20/01962/NAC).

- 3.4 The emerging proposals for the site seek 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.
- 3.5 The exact mix of uses is not fixed but could include the following:
- 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
- 3.6 The consultation material suggests that the proposal could create some 7-8,000 direct jobs as well as indirect jobs elsewhere through supply chains etc.
- 3.7 Redevelopment is expected to come forward in three main phases as follows:
- Phase 1: Large areas of the site are available or could be made available for redevelopment relatively easily such as under-utilised areas to the north of the A453 and the area in and around the ash fields to the south. The construction of the EMERGE Centre referred to above 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 the power station closure, the main power generation buildings, cooling towers and other structures will be decommissioned, demolished and the land remediated after which the third phase of redevelopment can begin.
- 3.8 The proposed LDO will be accompanied by an Environmental Impact Assessment and a transport assessment. Whilst on-site car parking and electric vehicle charging will be provided, the emphasis will be on improving sustainable access over car use, including by:
- exploring the feasibility of a direct pedestrian/cycle link from East Midlands Parkway Station
 - improved bus access to and through the site
 - potential extension of the Nottingham tram network
 - upgrading the walking and cycling routes to and within the site

4. WHAT ARE THE IMPLICATIONS FOR NWL?

- 4.1 The response to this first stage consultation is included as Appendix 1 covering the following main points:
- in principle support for bringing forward one of the Freeport sites
 - need for the transport assessment work to fully consider the impacts on the strategic road network in particular on J24M1 and the local road network taking account of committed developments and commuting traffic
 - consideration how to specify uses in the LDO so they match the vision for the site
 - consideration of the impact of any supporting uses
- 4.2 The response incorporates views from the local ward member Cllr Sewell in respect of traffic volumes, risks of rat-running, air quality implications, sustainable transport connections and the safe transportation of waste.

5. NEXT STEPS

- 5.1 Following completion of the consultation, the timetable thereafter is as follows:
- statutory public consultation on a draft LDO in Spring/Summer 2022
 - LDO adoption in Autumn 2022
 - detailed plans for each phase will be subject to a separate application for approval by RBC from 2023 onwards
 - Construction to start from 2023 onwards

Policies and other considerations, as appropriate	
Council Priorities:	The content of this report is particularly linked to the priority for supporting businesses and helping people into local jobs
Policy Considerations:	National Planning Policy Framework
Safeguarding:	None specific
Equalities/Diversity:	None specific
Customer Impact:	None specific
Economic and Social Impact:	The proposal has the potential to generate significant benefits for the economy of the wider area, particularly as part of the wider Freeport area.
Environment and Climate Change:	The proposal has the potential to be an exemplar for low/zero carbon technologies. It will also help to keep a large scale brownfield site in productive use.
Consultation/Community Engagement:	This is the first stage of consultation. Further stages are set out in the body of the report.
Risks:	None specific from the content of this report at this stage but redevelopment has the potential to have implications for the Council's emerging Local Plan. The LDO, if confirmed, will streamline development on this site coming forward and thereby help to 'de-risk' the success of the Freeport and DevCo initiatives.
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