

# Welcome

## Ratcliffe-on-Soar Power Station Redevelopment

Welcome to this second round of public consultation about the future of the Ratcliffe-on-Soar Power Station Site. This statutory public consultation follows our previous consultation, which introduced the LDO, held in late 2021. The focus of this consultation is to give everyone the opportunity to review and comment on the draft LDO and its supporting documents as part of the formal process leading to its intended adoption.



## 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 potentially 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).

Much of the site is also part of the East Midlands Freeport. Freeports are a government initiative to encourage innovation and job creation. Freeports offer manufacturers and other developers a range of government support to promote investment and trade. They also offer local authorities significant additional funding, to reinvest to make the area more attractive to investors and to support associated regional priorities, such as road improvements.

## 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 and attract investment. 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 sites. Government guidance encourages Councils and landowners to work together when preparing LDOs and advocates the use of LDOs to achieve planning permission on Freeport sites.

## Key potential benefits

- Supporting an estimated 7,000 – 8,000 jobs based around advanced manufacturing and energy uses
- Sustainable on-site energy generation and storage
- Contributing to the UK's transition to a low carbon future
- An environment which promotes a healthy work-life balance, with outdoor spaces where people can meet, relax and exercise
- Convenient commuting links and public transport connections
- Good freight connectivity via rail, road and air



Artist's impressions showing how the site could look in the future

For more information:

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# The Site

## Ratcliffe-on-Soar Power Station Redevelopment

The LDO, if adopted, will grant planning permission for a range of modern industrial uses, including advanced manufacturing, low-carbon energy production, battery production, energy storage, logistics, and research and development.

### The Site

The Site is centrally located with good connectivity to East Midlands Airport, and to the wider UK national road and rail networks. There is an existing rail freight connection on the site, with proven capacity of over five million tonnes per year. The East Midlands Parkway station is adjacent to the site, which is planned to connect with the new national high speed rail network (HS2). All these features offer an opportunity to provide convenient and accessible freight and public transport connections.

The site comprises roughly 265 hectares and supports the current power station, including coal stockpiles, the operational power plant, eight cooling towers, supporting buildings and facilities, and ash management operations. The National Grid substations will stay on site.



We are looking to bring forward the redevelopment of the Site in a way that maximises the benefit for the whole region. This could support the best opportunity to retain and reskill the Power Station workforce as the plans move forward and potentially provide thousands of permanent high-skilled jobs.

### Policy background

The redevelopment of the site is supported in the Strategic Economic Plan for the D2N2 Local Enterprise Partnership. The emerging Greater Nottingham Strategic Plan, which includes the Borough of Rushcliffe, could potentially allocate the power station site for employment development in a new Local Plan.

The Council's updated Local Plan is unlikely to be adopted before late 2023, which is not soon enough to provide planning certainty for the future of the site. In order to capture the benefits of the Freeport status, businesses need to be operating at the site by 2026. For this reason, the Council has been working with Uniper, as site owner, to prepare the LDO, which will speed up the planning process, whilst enabling the Council to retain control over the future use of the Site.

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# Consultation

## Ratcliffe-on-Soar Power Station Redevelopment

### Summary of Consultation to date

#### Activities

- Pre-consultation stakeholder workshop, November 2021
- Consultation website - including a virtual exhibition, FAQs & online consultation questionnaire
- Two public exhibitions held (Thrumpton Village Hall & Gotham Memorial Hall) - 86 attendees in total

#### Engagement

- 3,980 visits to the consultation website
- 71 questionnaire responses received
- 32 email responses received
- 21 responses from statutory and non-statutory stakeholders

#### Consultation feedback summary

There was generally positive support for the principle of redevelopment and for the overall vision and masterplan objectives. The aspiration for sustainable and low-carbon technologies on the Site was strongly supported.

Some of those responding raised concerns regarding the impact on traffic levels, public transport provision, the current provision of cycling routes, potential loss of Green Belt land, and potential impacts on 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 provide mitigation. Where this has not been possible, or where the concerns are outside of the scope of the LDO, a response is provided in the Statement of Community Involvement (SCI) which is available to read on our consultation website..

#### You said, we did

The key updates include:

- A Design Guide and Parameter Plans have been prepared to establish the form and limits on what development can take place. These define the land uses and maximum building heights for each development plot, set out strategic landscape areas, identify access and movement routes and a safeguarded corridor for a possible tram route to link with the station.
- The LDO sets out the 'Very Special Circumstances' for permitting development in the Green Belt
- The Environmental Statement and Transport Assessment have identified the impacts that would arise from the development and propose mitigation measures to address these. These would be secured by proposed conditions set out in the LDO.
- A 10% Biodiversity Net Gain will be delivered through a requirement to deliver on-site and off-site biodiversity improvements.

### Draft LDO and Supporting Documents

The following documents are available to view as part of the statutory public consultation:

 Draft LDO & Statement of Reasons	<ul style="list-style-type: none"> <li>• Makes case for the LDO</li> <li>• Provides a description of the development which is permitted on site</li> <li>• Establishes a <b>Certificate of Compliance</b> procedure to approve development on individual plots within the Site</li> </ul>
 Parameter Plans & Design Guide	<ul style="list-style-type: none"> <li>• Establishes the <b>spatial arrangement</b> of development</li> <li>• Sets <b>design criteria</b> that development will need to conform with to obtain a Certificate of Compliance</li> </ul>
 Environmental Statement <ul style="list-style-type: none"> <li>- Assessment chapters</li> <li>- Technical Appendices</li> <li>- Non-technical summary</li> </ul>	<ul style="list-style-type: none"> <li>• Reports on the <b>Environmental Impact</b> of the proposals and sets out the required <b>mitigation measures</b></li> <li>• Topics assessed – Agriculture; Air Quality; Climate Change; Heritage; Ecology; Ground conditions; Health; Landscape; Materials &amp; Waste; Noise; Socio-economics; Traffic; Water; and Cumulative Effects.</li> </ul>
 Transport Assessment Travel Plan Framework	<ul style="list-style-type: none"> <li>• Reports on the <b>transport impacts</b> of the proposed development and identifies potential <b>mitigation measures</b></li> </ul>
 Technical Reports (Flood Risk Assessment, Drainage Strategy; Utilities Report; Energy Strategy)	<ul style="list-style-type: none"> <li>• Confirms that the development can be <b>protected against flooding</b>; can <b>connect to utilities &amp; drainage networks</b>; and identifies how it can satisfy <b>sustainable energy policy</b></li> </ul>
 Illustrative Masterplan	<ul style="list-style-type: none"> <li>• Shows a <b>potential development scenario</b> which complies with the Parameter Plans and Design Guide</li> <li>• Confirms development quantum &amp; environmental impacts</li> </ul>
 Statement of Community Involvement	<ul style="list-style-type: none"> <li>• Reports on the <b>consultation</b> undertaken with the general public and stakeholders.</li> </ul>

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# Vision

## Ratcliffe-on-Soar Power Station Redevelopment

### A Smart, Green, Resilient Industrial Park focused on Energy Generation & Advanced Manufacturing

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. 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.

**In order to ensure that the development delivers this vision any development must demonstrate that it meets at least 1 of the following characteristics:**

#### Characteristics of acceptable uses

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

#### Example uses

- Hydrogen production
- Gigafactory 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, & beverage to service site occupiers

## Implementing the vision

### Phasing

Large areas of the Site, including areas to the north and south of the A453, are currently available, or could be made available for development, relatively easily and these could be developed shortly after the LDO is adopted.

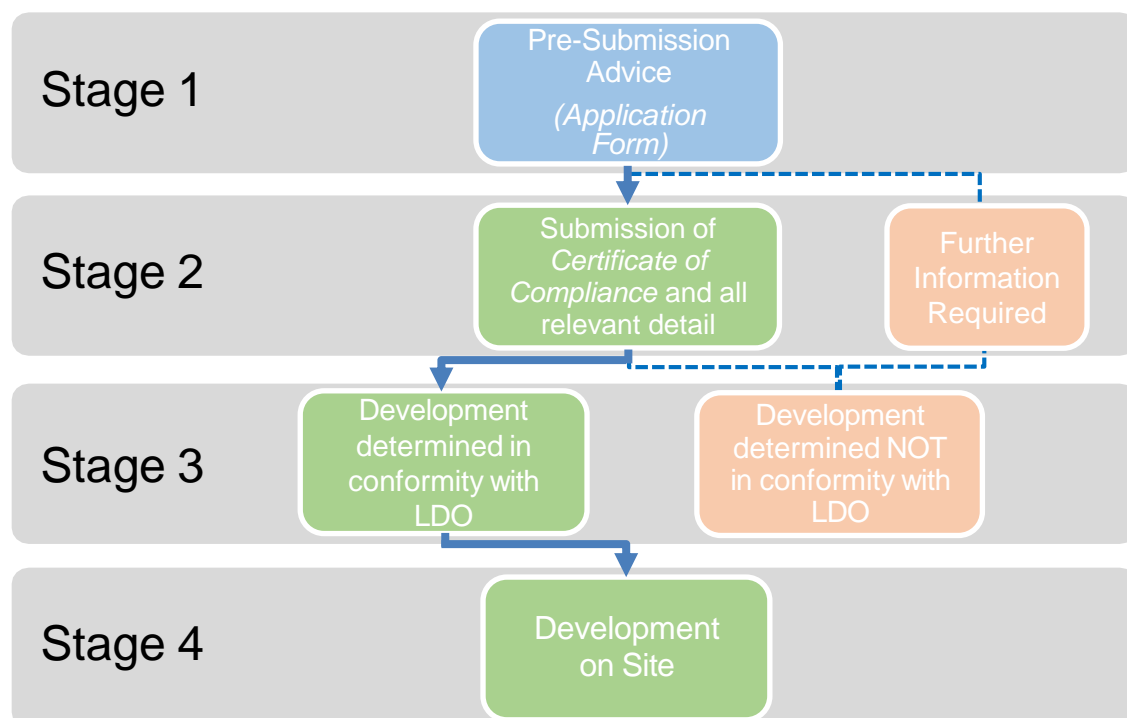
Following the closure of the Power Station in 2024, the land associated with the coal stockpile will be released, and development can take place in this area. Once the demolition works have been completed, the final phase of the development can come forward.

### Certificate of Compliance

Development that is in accordance with the LDO can proceed without the need for planning permission. However, before commencing any permitted development developers will need to obtain a 'Certificate of Compliance' from the Council.

The Council will assess each proposal against the design principles/criteria, parameters, conditions and mitigation measures that are set out in the LDO and its key supporting documents and issue a Certificate of Compliance, only if it has been demonstrated that it meets these requirements. 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 by the LDO.

Below is a simple flow chart setting out the process for the preparation, submission, and approval route for the Certificate of Compliance.



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# Mitigation

## Ratcliffe-on-Soar Power Station Redevelopment

The Environmental Impact Assessment and Transport Assessment have identified potential impacts of development and appropriate mitigation measures. The implementation of mitigation measures is to be delivered through a Transport and Biodiversity Mitigation Strategy that must be updated, submitted and approved through the application for a Certificate of Compliance process in order to monitor the delivery of mitigation and ensure mitigation is delivered progressively as the whole LDO Site proceeds.

### Biodiversity Net Gain

An assessment of the existing type and quality of ecological habitats has been undertaken using a recognised methodology to calculate the Biodiversity Net Gain (BNG) 'units' on the existing site. Based on the commitment to achieve a 10% Net Gain following completion of the development, a target level of new units to be provided has been established. As far as practicable this will be achieved on site, through retention of habitat and site-wide and on-plot new planting. However, given the development proposals there will also be a need for off-site measures.

As each development comes forward the Mitigation Strategy must be updated and approved, showing how these BNG units will be provided, following the hierarchy below. A financial contribution will only be accepted if the Council is satisfied that all other on-site and off-site options have been explored.

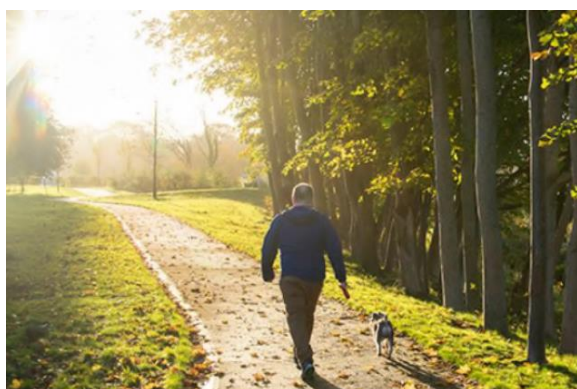
#### Proposed mitigation measures

##### On-site

- Provision of strategic landscaping across the Site, including habitats for wildlife
- Green corridors along roadways, including swales and hedgerows
- Retaining lagoons with better wildlife management
- Encourage landscaping within development zones, including green roofs and living walls

##### Potential Off-site options

- Fish pass on Thrumpton Weir (River Trent)
- Local Nature Recovery Strategy (Rushcliffe; Wildlife Trust)
- Nature Recovery / Countryside Stewardship (Natural England)
- Landscape Recovery Initiative (Government scheme)
- Sustainable Farming Initiative (Government scheme)
- East Midlands Development Corporation – Natural Capital programme
- Environment Bank (A private company that finds local sites and sells BNG credits)
- Financial contribution to Local Authority



### Transport

The Site is well connected to the strategic highway network, with an adjacent rail station and a freight siding to help take freight off the road. The principal uses proposed in the LDO will be in the manufacturing and energy sectors, which will help to reduce impacts as people working in these operations often work in shifts which avoid peak traffic periods on the road network.

However, our modelling shows that there will be some impacts during the peak periods and the LDO has set out a number of mitigation measures that will need to be delivered as the development proceeds.

#### Proposed mitigation measures, include:

- New pedestrian link from the Site to the East Midlands Parkway station
- Maintaining the rail freight siding on the Site
- A site shuttle bus to transport people around the Site, connecting with the station and mobility hubs
- Working with bus operators to encourage improved public transport
- Providing an on-site shared bikes / electric scooters
- Contribution to a traffic management study for local roads around Clifton
- Improving Junction 24 on the M1
- Improving the western (Parkway) highway access to the Site
- Improving the West Leake Lane access to formalise the junction
- Contribution to cycle improvements for cycle routes accessing the Site



#### For more information:

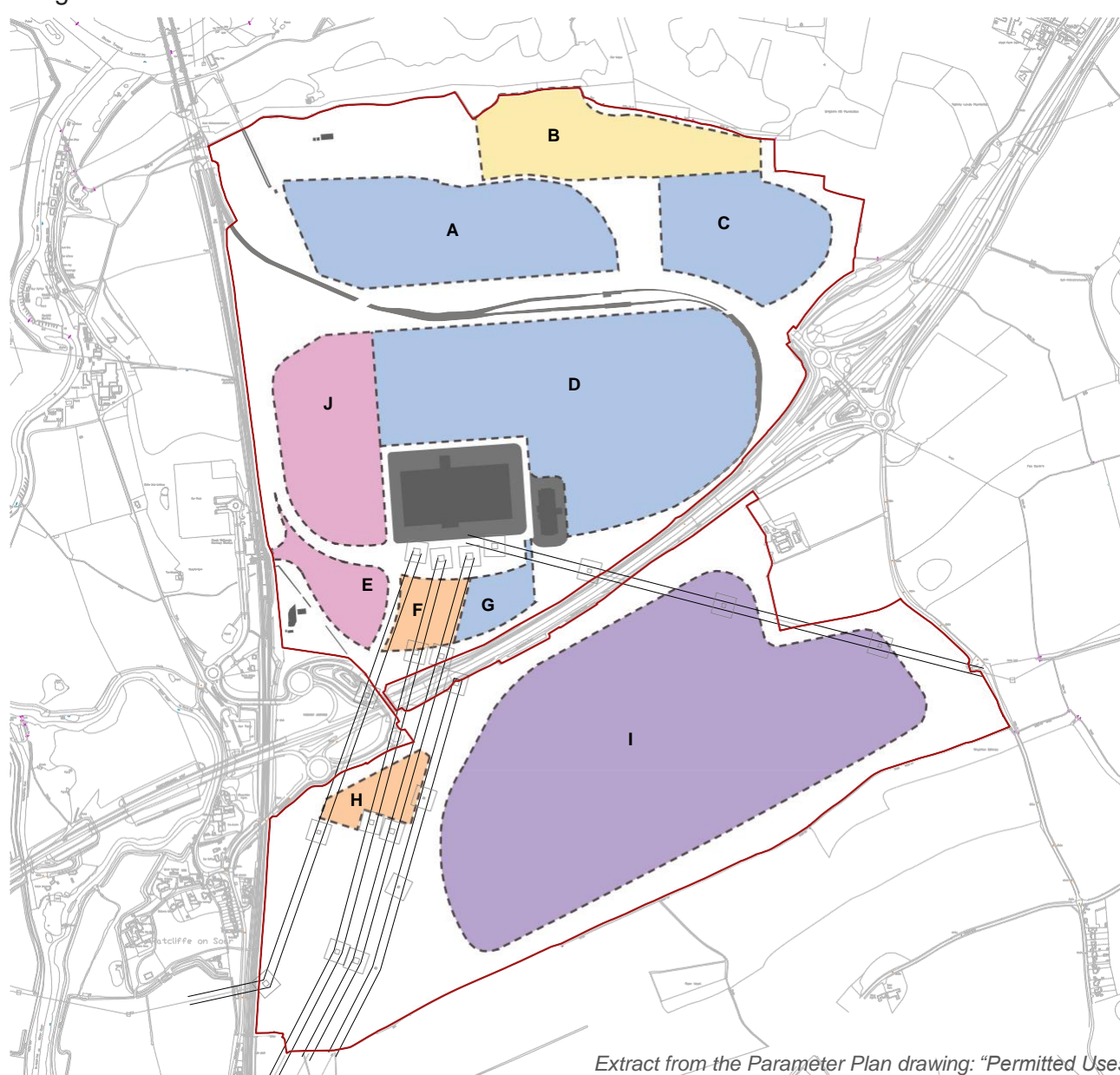
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# Land Use

## Ratcliffe-on-Soar Power Station Redevelopment

The Permitted Uses Parameter Plan establishes the permitted uses in each part of the Site. The location and distribution of uses across the Site is flexible but must be in accordance with categories set out below.



Extract from the Parameter Plan drawing: "Permitted Uses"

	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

When applying for a Certificate of Compliance, developers will need to demonstrate how the proposal is in accordance with the following design principles. Further details on the criteria for each design principle can be found in the Design Guide.

Ref	Design principle
LU 1	Make efficient use of land.
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) should be designed to primarily support the users of the businesses and people working within the Site.

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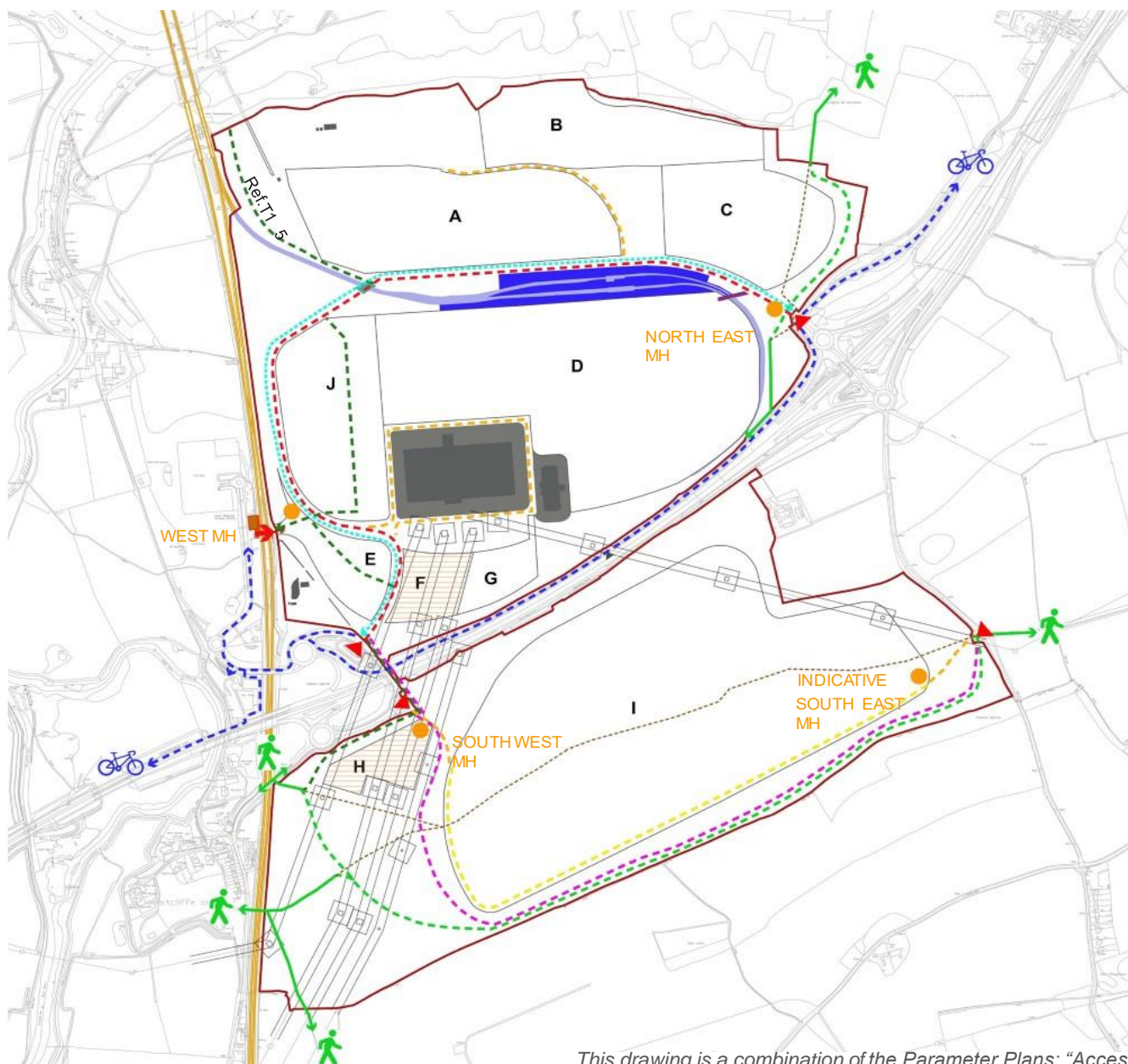
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# Transport & Connectivity

## Ratcliffe-on-Soar Power Station Redevelopment

The Access and Circulation Parameter Plan sets out a framework for access and movement and travel patterns and systems.



This drawing is a combination of the Parameter Plans: "Access and Circulation" and "Rail Information"

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

## Principles for compliance

When applying for a Certificate of Compliance, developers will need to demonstrate how the proposal is in accordance with the following design principles. Further details on the criteria for each design principle can be found in the Design Guide.

Ref	Design principle
T 1	Prioritise pedestrian/ cycle users.
T 2	Accommodate public transport access.
T 3	Minimise impact on Public Rights of Way (PROWs) 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.

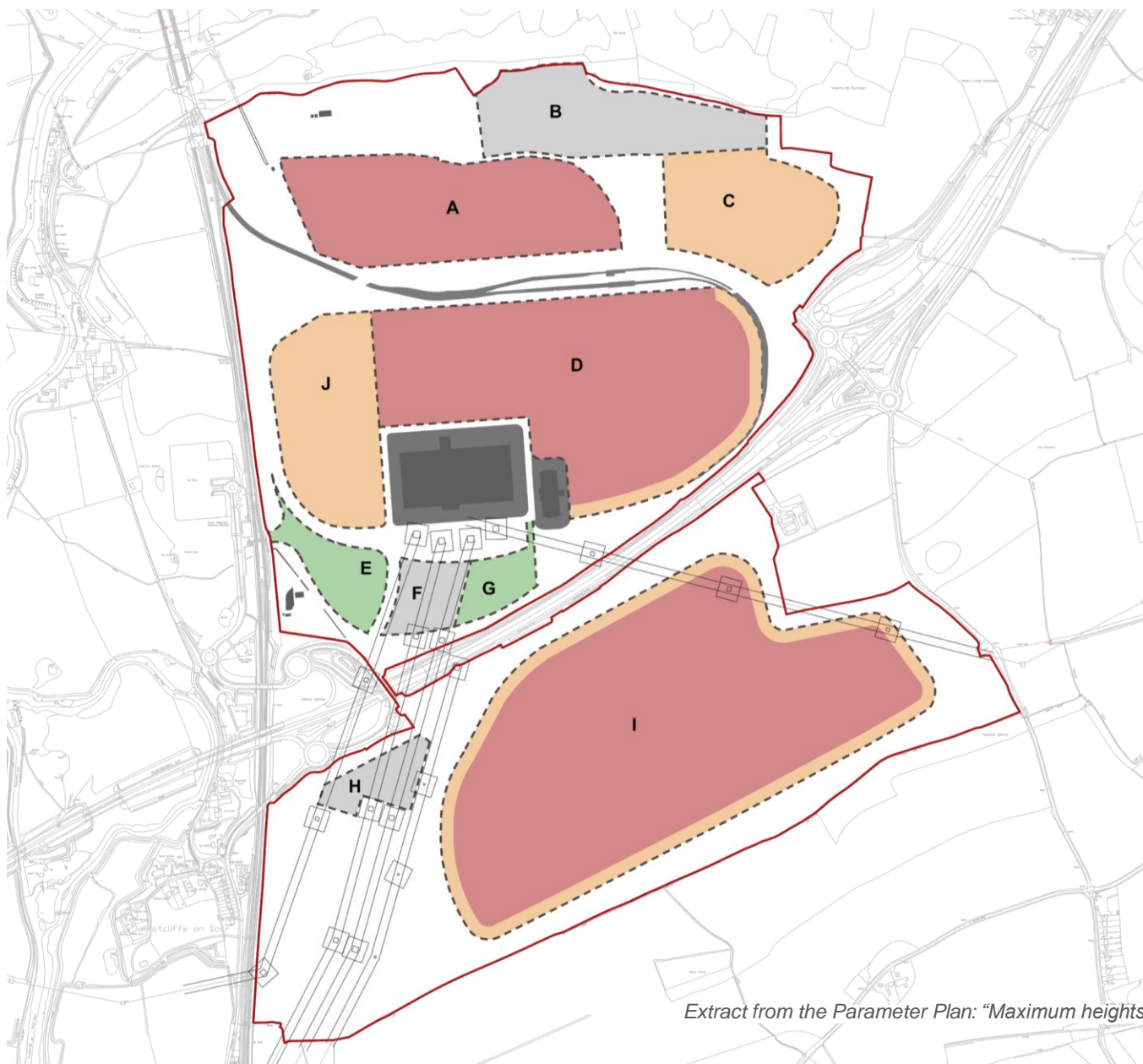
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# Building Heights

The visual impact of the proposed redevelopment within the wider landscape has been carefully assessed within the Environmental Statement and has informed the Maximum Heights Parameter Plan that establishes maximum permitted building heights across the Site.



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

## Principles for compliance

When applying for a Certificate of Compliance, developers will need to demonstrate how the proposal is in accordance with the following design principles. Further details on the criteria for each design principle can be found in the Design Guide.

Ref	Design principle	Key Criteria
BH 1	Building heights	1. All buildings must comply with the heights stated on the 'Building Heights' diagram relevant to each respective Plot.
BH 2	Plot I set back	1. Within 30 metres of the perimeter of Plot I, maximum building heights should not exceed 30 metres (from finished floor level). Elsewhere within Plot I, maximum building heights should not exceed 40 metres (from finished floor level).
BH 3	Chimneys and flues	1. All development including tall chimneys and flues that exceed the maximum height of the plot should include evidence to demonstrate that: <ul style="list-style-type: none"> <li>• They are essential to the proposed use and there are no alternative solutions; and</li> <li>• They have been designed and located to minimise their visual impact beyond the Site.</li> </ul>
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.

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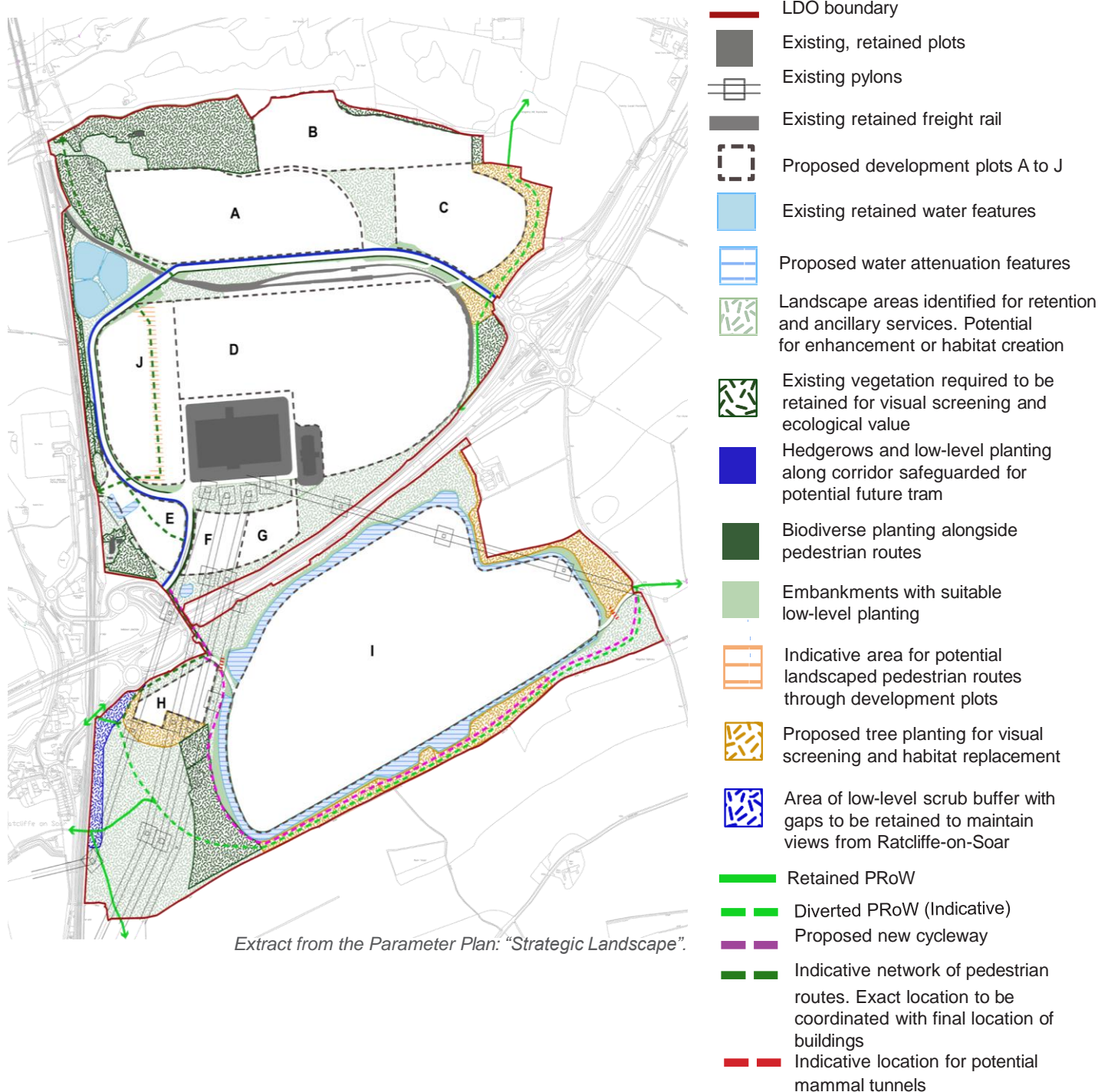
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# Landscape

The Strategic Landscape Parameter Plan and the following principles set out the approach to the sitewide strategic landscape as well as individual development plots. This includes existing retained features and areas for new or enhanced landscape treatment.



Artists visualisation showing how the site could look in the future

## Principles for compliance

When applying for a Certificate of Compliance, developers will need to demonstrate how the proposal is in accordance with the following design principles. Further details on the criteria for each design principle can be found in the Design Guide.

Ref	Design principle
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.
SL5	Ensure drainage features and waterbodies are integrated into the sitewide design.
SL6	Recognise key arrival points within the site and areas where routes come together as 'place- making nodes'.
SL7	Ensure sitewide and plot external lighting is designed to provide a safe and attractive environment for site users whilst minimising impacts on the surrounding rural environment, ecological habitats and skyglow.

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# Illustrative Masterplan

## Ratcliffe-on-Soar Power Station Redevelopment

The plans and images below are **illustrative** masterplans for the Site. These demonstrate two ways that individual 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.

### Illustrative Masterplan A



### Illustrative Masterplan B



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# Next Steps

## Ratcliffe-on-Soar Power Station Redevelopment

### Providing your feedback

Please share your feedback on the draft Local Development Order with us by no later than Monday 5 September 2022. Comments on the application should be made directly to the Council:

1.



Comments via our planning online website:  
<https://planningon-line.rushcliffe.gov.uk/online-applications>

Search using reference number **22/01339/LDO** or by using the Quick Response (QR) code on the right.



2.



Comment can be sent through the post:  
 Rushcliffe Borough Council, Rushcliffe Arena Rugby Road, West Bridgford, Nottingham, NG2 7YG

3.



Email us at:  
[planningandgrowth@rushcliffe.gov.uk](mailto:planningandgrowth@rushcliffe.gov.uk)

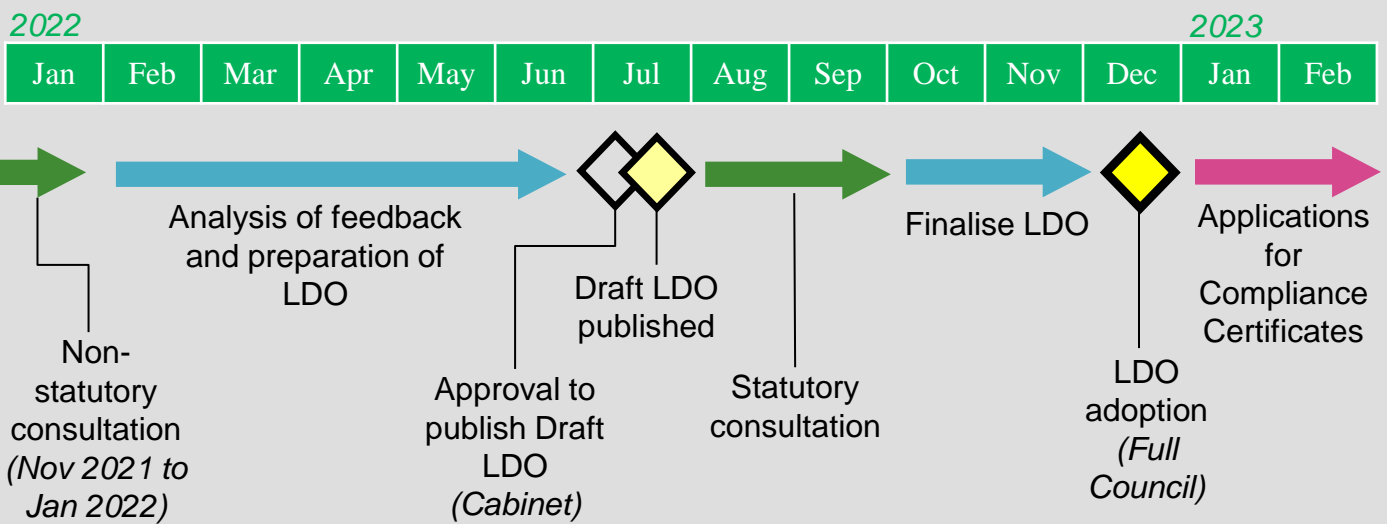
### What happens next?

Following this round of statutory public consultation, we will finalise the Local Development Order. This will take into account feedback received during this public consultation.

We will then look to bring forward the LDO for formal adoption at a meeting of the Full Council – this could take place in late 2022.

Once the LDO is adopted, the detailed plans for each development plot will be subject to a separate application for a Certificate of Compliance.

### Timeline



Artists Visualisation for illustrative Masterplan A

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