

Uniper

Ratcliffe-on-Soar Local Development Order

Phasing Plan

Reference:

V3 | 13 August 2025



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 283253-28

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1. Introduction

1.1 Project Background

The Ratcliffe-on-Soar Local Development Order (the “LDO”) has been developed by Rushcliffe Borough Council (“RBC” and “the Council”) to grant permission for the redevelopment of the Ratcliffe-on-Soar Power Station Site (“the Site”). The LDO came into force on 13th July 2023 and will remain in force for a period of 25 years from that date.

The implementation of the LDO is important for the redevelopment of the Site, as the existing power station has ceased generating electricity from the end of September 2024, in line with UK government policy. The adoption of an LDO provides planning certainty for the sustainable economic redevelopment of the Site, sets out a spatial framework for appropriate land uses, supports the transition of employment, and maximises the assets of the Site to ensure it undergoes positive redevelopment. It consents development, comprising of the following land uses and associated works:

“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 LDO includes planning conditions to ensure that development is acceptable in planning and procedural terms.

1.2 Purpose and Implementation of the Phasing Plan

The LDO includes planning conditions to ensure that any development is acceptable in planning and procedural terms. This includes condition 11, which requires the submission and approval of a Phasing Plan prior to development taking place and an updated version with every CoC application. This is primarily to ensure that essential supporting infrastructure and services are provided when necessary in order to support the development being brought forward.

Condition 11 states:

“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. 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.

Reason:

To secure the appropriate and timely delivery of essential infrastructure and services required to bring forward the development.”

This sitewide Phasing Plan (PP/ ‘The Plan’) outlines the approach to delivering development plots and the common infrastructure and utilities needed to support them, in the anticipated order of development.

2. The Proposed Phasing

2.1 Phasing Framework

Redevelopment is expected to take place over a 15+ year time period. The LDO provides the framework for the redevelopment of the Site, with the detail, including planning conditions, provided within the LDO Statement of Reasons (RBCLDO-ARUP-ZZ-XX-RP-YP-000). At the time of drafting the LDO a Development Phasing Plan was prepared for illustrative purposes RBCLDO-ARUP-ZZ-XX-DR-A-0032 R2. This showed 3 phases, based on the perceived timescales for the availability of land for development. Following adoption of the LDO the phasing has been refined as a result of consideration of more detailed Site redevelopment planning and prospective development enquiries. This is reflected in the more nuanced phasing indicated in this iteration of the PP.

This PP is an overarching plan for development across the Site, unless stated otherwise, the phasing is indicative of how the Site could be developed based on the information available at the time. The exact phasing of development may be affected by factors such as market interests, plot preparation criteria, and plot availability (e.g. due to demolition timescales).

Development under the LDO will be market-led and open to internal and external interest. Therefore, developments are likely to come forward independent of each other, on non-linear programmes, as a result it is expected that development phases will overlap. Any known dependencies between developments are described in this Plan.

Section 4 of the LDO states that *‘Any planning permissions that have been secured prior to the implementation of this LDO, such as the East Midlands Energy Re-Generation (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’*. As the EMERGE centre¹ is known and already has planning approval, it has been referenced within the Plan.

Condition 19 of the LDO requires up to a 36-month delay period from the LDO adoption before development pursuant to the LDO may come forward in the Potential Gypsum Resource Area (RBCLDO-ARUP-ZZ-XX-DR-A-0021). This delay is to allow British Gypsum the opportunity to submit a planning application for extraction of mineral deposits in the area. British Gypsum have submitted a planning application to Nottinghamshire County Council (NCC) as the Minerals Planning Authority (ref: ES/4640). At the time of drafting this remains undetermined. Despite this, for the purposes of producing a robust PP,

¹ **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*. [Online] <https://planningon-line.rushcliffe.gov.uk/online-applications/>.

the assumption has been made that a planning application by British Gypsum will be approved within the required timeframe leading development in the area for the purposes of mineral extraction.

The Plan will be updated with each subsequent Certificate of Compliance (CoC) application to demonstrate how development within the phases is being delivered and reflect any changes to development areas within a phase or timing of a phase, as required under Condition 11.

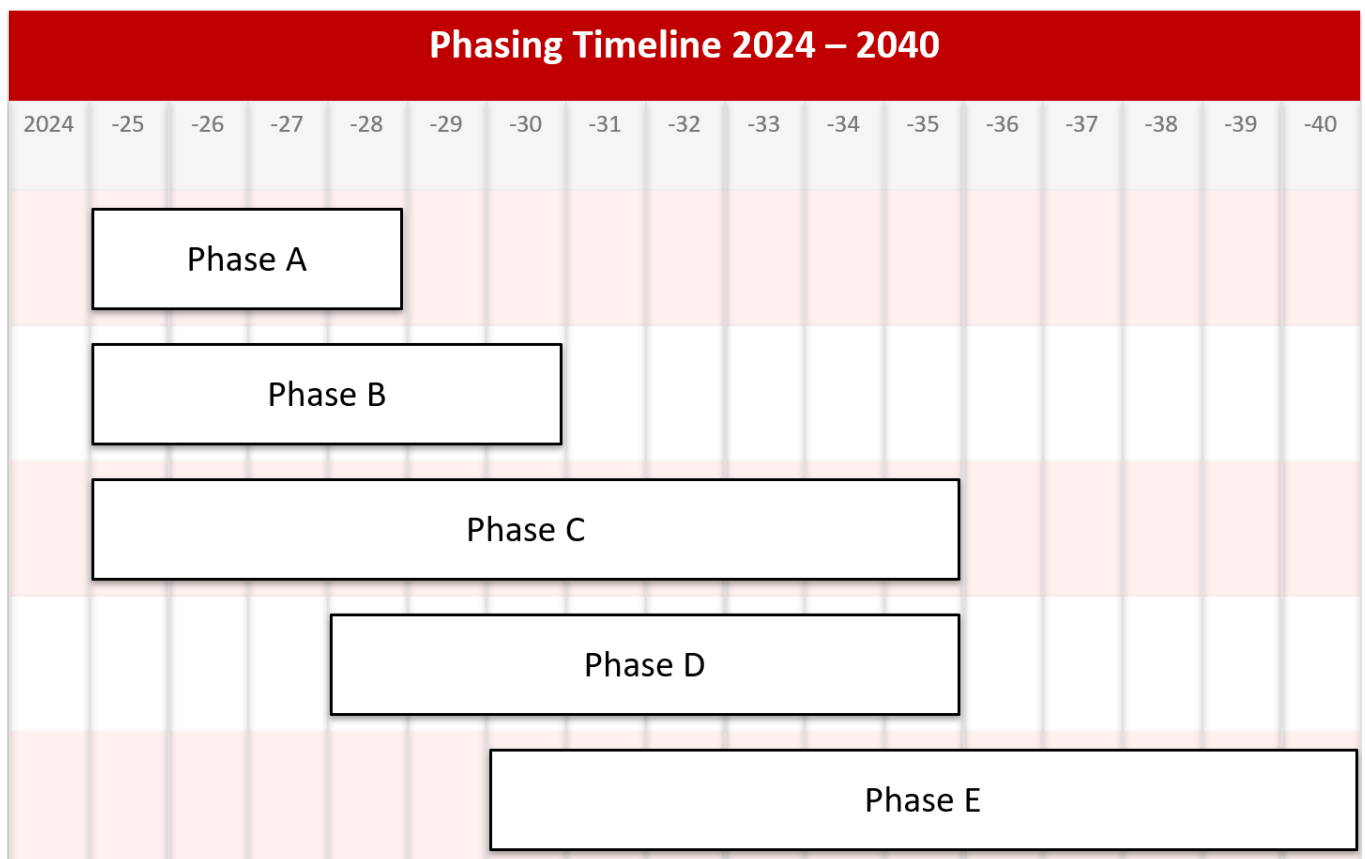
2.2 Development Phases

It is anticipated that the Site will be developed in five general phases. The delivery of the phases has been given with indicative date ranges to express the uncertainty and scope for overlap. The illustrative phasing plans showing the spatial location of the phases as described in this Plan are provided in Appendix 1

- **Phase A (2025 – 2028):** Infrastructure for Site enabling and to provide serviced plots
- **Phase B (2025 – 2030):** Early energy projects
- **Phase C (2025 – 2035):** High Employment projects
- **Phase D (2028 – 2035):** Development on previously occupied land
- **Phase E (2030 – 2040):** Development post-demolition of the former Power station

Due to the factors which may influence development timelines and the type of development which may come forward, the approach to each phase described below is indicative. This Plan will be updated to include further detail of the relevant phase(s) with each CoC application when necessary. The current proposed phasing timeline is shown below:

Table 1: Proposed Phasing Timeline



2.2.1 Phase A (2025 – 2028)

The first phase of development is the delivery of enabling works needed to prepare a portion of plots for early development. The predominate focus of the enabling works will be the delivery of infrastructure such as surface and foul water drainage, and electrical connections.

CoCs may be submitted for plot preparation which comes ahead of expected larger scale developments. If applicable, the detailed plans of any such works will be submitted with the CoC application.

The EMERGE Centre is planned to come forward within the Phase A timeframe, and it is assumed that any British Gypsum mineral extraction development would also begin during this phase.

The following elements are anticipated to be included within Phase A:

- Delivery of a temporary access road from the existing main access road through the south site, to the east of the attenuation ponds, to facilitate the installation of a substation to serve the southern area of the Site.
- Improvement of existing surface water and foul water drainage infrastructure identified as strategic common infrastructure, in and around the plots expected to be developed first, as described in the Drainage Strategy.
- Initial landscaping may begin within the west fields south of Plot H
- Commencement of the EMERGE centre and associated infrastructure within Plot A to the north of the Site.
- Commencement of Gypsum mining operation with potential for associated development within the boundary of the Potential Gypsum Resource Area, including the formation of a development platform within Plot C, as part of the British Gypsum restoration works.

Transport Infrastructure

Until after the demolition of the power station, the existing road and pedestrian layout within the northern area of the site will continue to be used largely unchanged. The temporary access road in the southern area will be the access and egress for the construction of a substation, with this access road expected to remain in use for access to the substation until final layout of a developed south site is progressed.

The anticipated development within Phase A (Listed above) will have a negligible change to the operational traffic. Therefore, transport provisions that are expected to be delivered within this phase are limited to the creation of new pedestrian and cycle routes within the Northern area to which will link to the plots developed within the phase. The phasing of transport provisions to be delivered is detailed within the Sustainable Transport Strategy (STS)

Drainage Infrastructure

The existing drainage infrastructure and pumped systems throughout the Site will largely remain operational, with the delivery of improvements to be phased with the release of plots for development within the sub-catchments identified in the Proposed Drainage Catchments Plan (RBCLDO-ARUP-ZZ-XX-DR-CD-0004). The necessary improvements to the common drainage infrastructure (referred to as “common” infrastructure) are detailed with the Drainage Strategy (RBCLDO-ARUP-ZZ-XX-RP-CD-0001), with drainage infrastructure for individual plots being presented within the respective CoC application.

Landscaping

Landscaping could begin within the west fields of the south site, not marked for proposed development plots. This landscaping is anticipated to be the first implementation of the Biodiversity Net Gain (BNG) Plan, which is set out within the Biodiversity Mitigation Strategy. The BNG units provided by this landscaping can then be allocated to the first developments on Site, as appropriate.

2.2.2 Phase B (2025 – 2030)

The delivery of early low-carbon energy projects is expected to characterise Phase B. These projects will most likely be located in the northern area of the Site and are expected to have limited biodiversity impacts (Due to existing developed/brownfield characteristics of these plots) and low occupation numbers. The delivery of Phase B will overlap with the delivery of Phase A, as suitable locations for the type of projects which come forward will likely influence the order in which further site enabling proceeds.

Examples of the types of low-carbon energy which may be developed on site include electrolytic hydrogen, Battery Energy Storage System (BESS), and open-cycle gas turbines fired on zero-carbon fuels such as bio-

oil or hydrogen. It is anticipated that development in Phase B will be focused within the northeast of the Site, and potentially within the area of the current coal stock.

Transport Infrastructure

It is anticipated that this phase will include the delivery of sections of pedestrian and cycleway infrastructure corridors shown in the Strategic Infrastructure Zones Parameter Plan (RBCLDO-ARUP-ZZ-XX-DR-A-0013) that are localised to service the low-carbon projects. Other transport provisions are expected to be delivered within the development plot as necessary. The measures proposed for compliance with the transport related design principles are detailed within the Sustainable Transport Strategy (STS).

Drainage Infrastructure

It is anticipated that these early low carbon energy developments will be located within plots which can connect up with the common infrastructure delivered in Phase A, or where the existing infrastructure can be practicably maintained. If development comes forward within other plots, the off plot drainage infrastructure will be developed in accordance with the Drainage Strategy (RBCLDO-ARUP-ZZ-XX-RP-CD-0001) and come forward at the same time as the development within the plot. This PP will be updated accordingly at each CoC application.

Landscaping

Where possible BNG requirements will be met within the development plot, with habitat plans aligned to the Biodiversity Mitigation Strategy. Further biodiversity improvement works in the non-developable areas could begin to be delivered within Phase B, if deemed viable without restricting future development opportunities. Details of the proposed phasing of the BNG plan for the whole Site are provided in the Biodiversity Mitigation Strategy.

2.2.3 Phase C (2025 – 2035)

The third phase is expected to be the delivery of developments predominately in the southern area of the Site, as well as within the previous coal stock area which is expected to be cleared for development some time in Phase C.

Phase C is anticipated to be largely market-led and therefore has a longer delivery timeframe as developments may come forward in a series of sub-phases.

Developments with high employment numbers, such as logistics and advanced manufacturing, are anticipated to come forward within this phase. It is anticipated that the delivery of transport mitigation requirements (as identified in the Schedule of Mitigation Requirements; Table C of Appendix C in the LDO Statement of Reasons (RBCLDO-ARUP-ZZ-XX-RP-YP-0002)), will begin within Phase C, proportionate to the increased employment numbers. The triggers for mitigation and proposed delivery is provided in the Transport Mitigation Strategy which will be updated in accordance with the conditions of the LDO.

Transport Infrastructure

As the southern area of the Site develops the continuation of the pedestrian and cycleway infrastructure corridors is anticipated with the delivery of the “South Loop” (Shown on Page 19 of the Design Guide (RBCLDO-ARUP-ZZ-XX-RP-A-0001)). Depending on final employment numbers, construction of the internal road network to its final configuration may be extended to relevant plots (including the reserved tram corridor); mobility hubs by the western access, or within the southern area could also be delivered with shuttle bus routes through the Site. Car and cycle parking requirements will be expected to be met within limits of individual developments, although site-wide car parking could be commenced on Plots F and H, if required.

Dependent on the nature and scale of development coming forward construction of the rail sidings could be commenced in this stage.

There is potential for traffic movements in Phase C to reach caps mandated under planning condition 10. If anticipated trip rates for developments in this phase reach these caps, this will trigger improvements to the

strategic road network (SRN) and local road network impacted by travel to the Site. Traffic measures anticipated to come forward in Phase C are detailed within the STS and the Transport Mitigation Strategy (October 2024)

Dependent on the scale and layout of any development on the South site the PROW may be diverted.

Drainage Infrastructure

The delivery of common infrastructure within the southern area is expected to be delivered entirely with Phase C, with the assumption that the southern area will see widespread development with the potential for multiple CoC applications to be submitted and granted within overlapping timeframes. The drainage provisions necessary to support the extensive development of the southern area is detailed with the Drainage Strategy (RBCLDO-ARUP-ZZ-XX-RP-CD-0001).

Landscaping

Where possible BNG requirements will continue to be met within the specific plots, however given the extent of development expected within Phase C, it is likely that delivery of the more extensive landscaping within non-developable areas will be scheduled within this phase. The details of what landscaping will come forward across the Site in order to meet BNG requirements will be set out within the Biodiversity Mitigation Strategy. The allocation of BNG units to the necessary developments will be detailed within the BNG plan which will be updated and submitted with each CoC application.

The screen planting for the South Site will be commenced, as shown on the Strategic Landscape

2.2.4 Phase D (2028 – 2035)

The critical assumption which impacts the timing of Phase D is that British Gypsum will be granted planning approval for mining operations within the Potential Gypsum Resource Area (RBCLDO-ARUP-ZZ-XX-DR-A-0021). Phase D will begin once the land developed for mining operations has been returned to a condition which allows for redevelopment, following the end of mineral extraction. The current assumption is that British Gypsum will have finishing mining operations and returned the land in a re-developable condition by 2028.

With the return of land within the Potential Gypsum Resource Area (RBCLDO-ARUP-ZZ-XX-DR-A-0021) Plot A will be available for solar development. Other land previously occupied by associated infrastructure needed for mining operations will also become available although the extent and location of this land is not known currently.

Further delivery of common infrastructure is anticipated to be delivered for the northern-most extent of the Site, with the details of the necessary provisions to become known once developments during this phase become more certain.

Transport Infrastructure

Potential upgrades or extensions to existing road networks to integrate the newly available land with the rest of the site. Particularly in Plot A, to facilitate solar development and any other projects that emerge after mining operations conclude.

Extension of pedestrian and cycleway networks to connect new developments with existing infrastructure, promoting sustainable transport options.

More detail will come forward once the site has progressed and further development plans are confirmed.

Drainage Infrastructure

More detail will come forward once the site has progressed and further development plans are confirmed. Installation or expansion of sewage and foul water infrastructure to service the newly available plots.

Integration with the site's common drainage infrastructure as outlined in the Drainage Strategy.

Landscaping

After mining operations have stopped, delivery of the approved Restoration Plan will be required to commence. This should see extensive landscaping across any prospective mining area, which aligns with the details proposed within the Biodiversity Mitigation Strategy for the respective area in readiness for redevelopment.

Implementation of the approved Restoration Plan, which includes significant landscaping efforts to restore and enhance the former mining areas.

Screen planting to north-eastern boundary in accordance with the Strategic Landscape Parameter Plan.

More detail will come forward once the site has progressed, and further development plans are confirmed.

2.2.5 Phase E (2030 – 2040)

Phase E of the redevelopment is determined by the demolition of the power station and cooling towers, which is expected to be completed by 2030. This will open up the remaining plots for development. These plots have a wide scope of permitted uses, including education, research and development and some which are not permitted elsewhere on Site; including offices and a community hub containing small scale retail, food and beverage facilities and other services such as childcare and fitness facilities.

This area includes for the provision of an area of public realm, forming the gateway into the site, with a series of squares and pedestrian routes and these will be brought forward alongside delivery of the plots.

Due to the timeframe of Phase E and the uncertainty in when and where developments may come forward in the future, it is not possible to provide a meaningfully detailed description of the delivery strategy of common infrastructure. However, based on current assumptions, it is expected that in Phase E the final common infrastructure within the northern area will be delivered, including the drainage provisions for sub-catchment B, the completion of the “West Loop” to connect up internal circular road and pedestrian route, as well as the creation of a pedestrian link from the Site to the East Midlands Parkway (EMP) station.

Any BNG provisions planned along the western extent of the northern area will likely only be delivered following the completion of a pedestrian link to the EMP station. Greater certainty and definition of the measures to be delivered in Phase E will become available with the delivery of each subsequent phase and detailed within the Transport mitigation strategy, Drainage Plan, and Biodiversity Mitigation Strategy respectively, as they are updated with each CoC application.

3. Summary

3.1 Post-Approval Management & Revisions

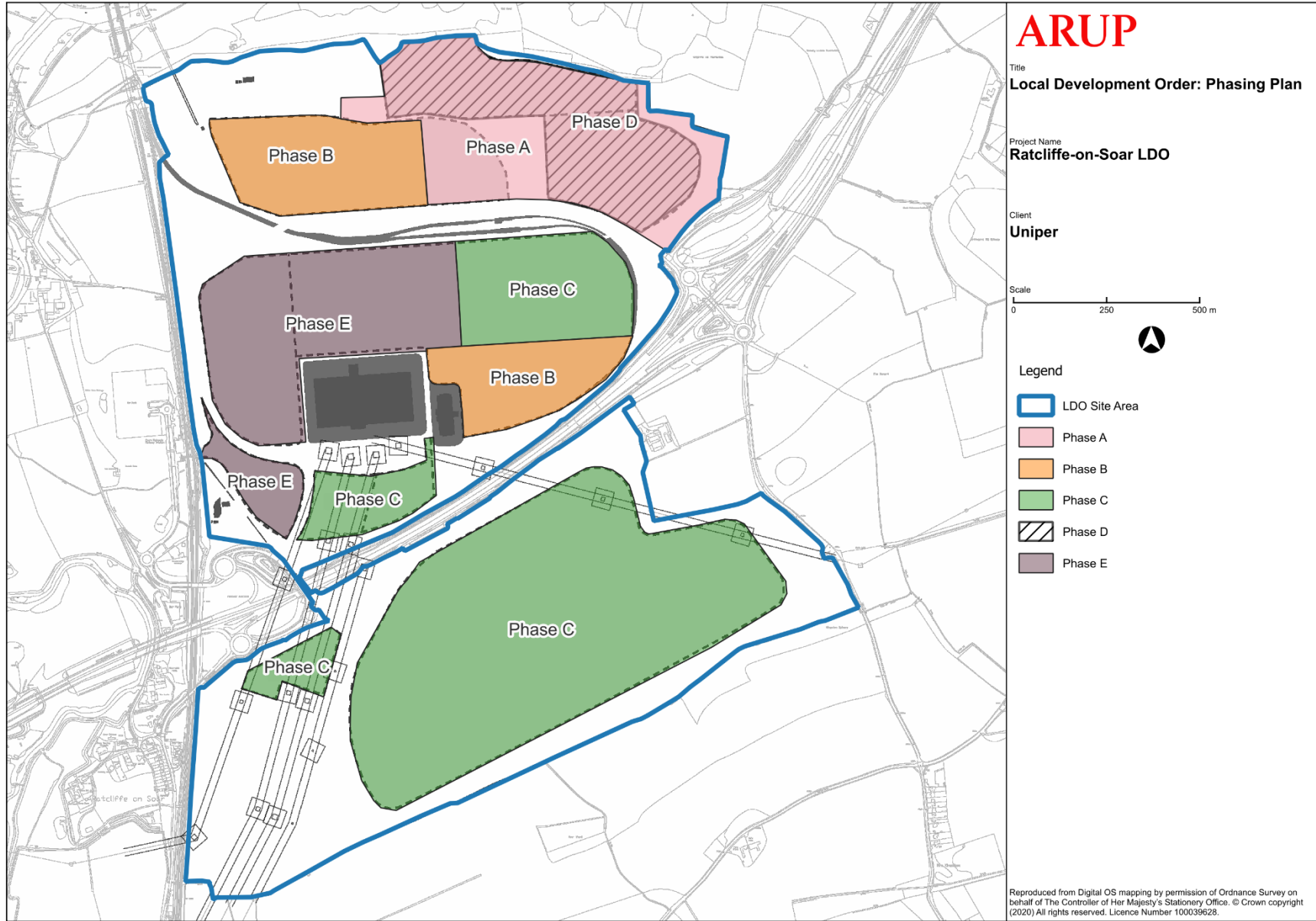
This Phasing Plan has been produced to satisfy the requirements of Condition 11 of the LDO for development at Ratcliffe-on-Soar Power Station, Green Street, Nottinghamshire (22/01339/LDO).

The Plan outlines the anticipated phasing of development plots, common infrastructure, transport provisions and landscaping, with reference to the Drainage Strategy, Transport Mitigation Strategy, STS and Biodiversity Strategy, which provide greater detail of the delivery the respective provisions.

After the approval of the Phasing Plan, the Site will be developed accordance with latest approved Phasing Plan. The development of the Site is expected to take place over a 15+ year time period and developments will come forward independent of each other on non-linear programmes.

As required by Condition 11, the Plan will be continually updated with each CoC application to provide further detail on how each phase will come forward and identify any material changes to the anticipated order.

Appendix 1 – Illustrative Phasing Plan



Appendix 2 - Summary Phasing Plan Tables

Time Scale, Primary Focus and Projects

Phase No	A	B	C	D	E
Time Scale	2025 – 2028	2025 – 2030	2025 – 2035	2028 – 2035	2030 – 2040
Primary Focus	Infrastructure for Site Enabling Enabling works to prepare plots for development, primarily focusing on installing surface and foul water drainage, electrical infrastructure, and improved pedestrian and cycle access within the site.	Early Energy Projects Development of low-carbon energy projects	High Employment Projects Development of high employment sectors, including logistics and advanced manufacturing.	Post-Mining Development Redevelopment of land after Gypsum mining operations conclude.	Post-Demolition Development Development on land freed up after the demolition of the power station and cooling towers.
Anticipated Projects	Installation of a substation in the southern area. EMERGE Centre construction. Gypsum mining operations within the Potential Gypsum Resource Area.	Electrolytic hydrogen production, Battery Energy Storage System (BESS) expansion, and open-cycle gas turbines using zero-carbon fuels like bio-oil or hydrogen	High-employment developments such as logistics and advanced manufacturing in the southern area and previous coal stock area.	Solar development in Plot A and the redevelopment of land previously used for mining Plot C	Development of offices, education and research institutions and businesses, a community hub, and small-scale retail and services like childcare and fitness facilities.

Infrastructure Phased Approach

Infrastructure	Phase No	A	B	C	D	E
Roads		The existing road network in the northern area will largely remain in place during this phase. The temporary access road will be constructed off the main access road in the southern area to support possible substation construction. The temporary access road will be retained for substation access until the site's full development progresses.	New roads or extensions are expected to be minimal during this phase as development will focus on low-carbon energy projects in the northern area. Some internal access roads might be developed as required for specific energy projects, but the overall road network will likely remain mostly unchanged from Phase 1.	Phase 3 will see the expansion of the road network as high-employment developments, such as logistics and advanced manufacturing, take place. To be in accordance with Design Guide and Strategic Transport Parameter Plan, including reserved Tram corridor. The southern area of the site, where these developments are concentrated, will have new internal access roads constructed The "South Loop" (referenced in the Design Guide) will be a critical component, providing connectivity for vehicles and pedestrians around the southern development area.	Potential upgrades or extensions to existing road networks to integrate the newly available land with the rest of the site. Particularly in Plot A, to facilitate solar development and any other projects that emerge after mining operations conclude More detail will come forward once the site has progressed and further development plans are confirmed.	The "West Loop" road is expected to be completed, providing a circular internal road network to connect all development plots. Pedestrian routes and internal access roads linking the newly developed community hub, office spaces, and other facilities are anticipated to be finalised. Road infrastructure will likely support the creation of new access points, particularly for plots made available by the power station's demolition, integrating these areas into the broader development. More detail will come forward once the site has progressed and further development plans are confirmed.
Transport/Connectivity		Establishment of pedestrian and cycle routes in the northern area Transport improvements are minor in this phase, limited to new pedestrian and cycle routes in the northern area to connect early developments like the EMERGE Centre. Operational traffic is expected to be low, so no major transport routes or improvements will be introduced until future phases.	Pedestrian and cycleway infrastructure corridors shown in the Strategic Infrastructure Zones Parameter Plan will start being constructed in local areas that service low-carbon energy projects. The exact routes will depend on the placement of these projects, focusing on the northeastern section of the Site and possibly parts of the former coal stock area. Public transport improvements are not expected in this phase as employment and traffic impacts are still expected to be minimal.	Additional pedestrian and cycleway infrastructure will be developed to link new employment zones, within the "South Loop" Mobility hubs near the western access and southern area may be introduced, potentially including shuttle bus routes. Traffic from increased employment may reach the caps mandated under planning condition 10, potentially triggering improvements to the Strategic Road Network (SRN) and local roads impacted by employee commute patterns. Potential construction of car parking areas on Plots F and H, if required. Construction of Rail Sidings.	Extension of pedestrian and cycleway networks to connect new developments with existing infrastructure, promoting sustainable transport options. More detail will come forward once the site has progressed and further development plans are confirmed.	Completion of the pedestrian and cycle routes across the site to enhance internal connectivity, linking various new developments such as the community hub and office spaces to the wider site. Creation of 'public' squares and walkways within Zone J. Creation of a pedestrian link to the East Midlands Parkway station, supporting sustainable transport options. Expansion of mobility hubs within the site, which may include shuttle services, bicycle sharing systems, and parking facilities to accommodate an anticipated rise in visitors and workers.

Infrastructure	Phase No	A	B	C	D	E
				Potential for PROW diversion on South Site, if necessary		Enhanced connectivity for public transport, possibly linking shuttle services from the site to EMP and surrounding regions. More detail will come forward once the site has progressed and further transport-related measures are confirmed.
Drinking Water		Further details regarding the requirements, implementation strategies, and infrastructure needs for drinking water will be outlined in future revisions of the Phasing Plan.	Further details regarding the requirements, implementation strategies, and infrastructure needs for drinking water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for drinking water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for drinking water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for drinking water will be outlined in future revisions of the Phasing Plan
Process Water (if required)		Further details regarding the requirements, implementation strategies, and infrastructure needs for process water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for process water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for process water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for process water will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for process water will be outlined in future revisions of the Phasing Plan
Sewage / Foul Water		The improvement of existing surface water and foul water drainage infrastructure Strategic common drainage infrastructure improvements around the initial plots will be implemented according to the Drainage Strategy.	Early low-carbon energy projects are expected to utilise the common foul water drainage infrastructure developed in Phase 1. Any additional developments outside this serviced area may require localised sewage infrastructure updates based on the Drainage Strategy.	Sewage and foul water systems will need to be built in the southern area, which is expected to see large scale development. Common drainage infrastructure for the southern area, including sustainable surface water drainage features, is expected to be delivered entirely during this phase. Individual developments will need to connect to this common system, and larger-scale improvements will be triggered based on CoC applications.	More detail will come forward once the site has progressed and further development plans are confirmed. Installation or expansion of sewage and foul water infrastructure to service the newly available plots. Integration with the site's common drainage infrastructure as outlined in the Drainage Strategy.	More detail will come forward once the site has progressed Installation or expansion of sewage and foul water infrastructure to service the newly available plots. Integration with the site's common drainage infrastructure as outlined in the Drainage Strategy
Landscaping		Landscaping works will likely begin in the west fields of the south site, which are outside of the primary development plots. The landscaping will align with the Biodiversity Mitigation Strategy, with the first delivery of BNG initiatives The BNG units created in this phase will be allocated to the first developments	BNG requirements will be primarily met within the development plots where feasible. Additional biodiversity improvements may be implemented in non-developable areas, depending on the viability and potential impact on future developments. The landscaping work in this phase will be aligned with the Biodiversity Mitigation Strategy.	Given the extensive development, landscaping will need to continue both within development plots and across non-developable areas. This phase will likely see a more extensive implementation of the BNG requirements, with significant landscaping works planned across the southern area, aligning with the Biodiversity Mitigation Strategy and to provide the areas of screen planting shown on Strategic Landscape Parameter Plan.	Implementation of the approved Restoration Plan, which includes significant landscaping efforts to restore and enhance the former mining areas. Screen planting to north-eastern boundary in accordance with the Strategic Landscape Parameter Plan. Landscaping activities will align with the Biodiversity Mitigation Strategy, aiming to create habitats that contribute to the site's BNG targets. More detail will come forward once the site has progressed and further development plans are confirmed.	Landscaping in previously industrial areas (such as the former power station or cooling towers) will focus on habitat restoration and greening to improve biodiversity and the overall environmental quality of the site. More detail will come forward once the landscaping designs are finalised in alignment with site progress.
Stormwater Drains		The existing stormwater drainage system will remain operational. Improvements to common stormwater drainage infrastructure will be phased in with plot releases. The Proposed Drainage Catchments Plan will guide the strategic improvement of stormwater infrastructure across the site.	Early energy projects are expected to either connect to the existing stormwater drainage system or minor improvements may be made based on plot-specific needs. Stormwater management for additional developments in unconnected areas will proceed as per the Proposed Drainage Catchments Plan.	A full rollout of drainage infrastructure for the southern area is expected, with additional capacity built to handle runoff from the large-scale employment and industrial developments. Stormwater management systems will be designed in accordance with the Proposed Drainage Catchments Plan and other site-specific requirements outlined in the Drainage Strategy.	Installation of stormwater drainage infrastructure in accordance with the Proposed Drainage Catchments Plan and overall Drainage Strategy. Implementation of sustainable drainage systems (SuDS) such as swales, retention ponds, or infiltration basins to manage surface water runoff. More detail will come forward once the site has progressed and further development plans are confirmed.	Stormwater management will align with both the environmental regulations and the design principles outlined in the Drainage Strategy. More detail will come forward as specific development plans are confirmed, with a focus on ensuring site resilience to flooding and water management.
Data		Further details regarding the requirements, implementation strategies, and infrastructure needs for data will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for data will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for data will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for data will be outlined in future revisions of the Phasing Plan	Further details regarding the requirements, implementation strategies, and infrastructure needs for data will be outlined in future revisions of the Phasing Plan

Infrastructure	Phase No	A	B	C	D	E
						outlined in future revisions of the Phasing Plan
Electricity		<p>Electrical infrastructure, including the potential construction of a substation, is a focus of this phase.</p> <p>A substation is proposed to be located in the southern area of the site, supporting future energy projects.</p>	<p>Additional electrical connections will be made to support the development of low-carbon energy projects like hydrogen production, Battery Energy Storage Systems (BESS), and possibly open-cycle gas turbines.</p> <p>Expansion of the substation installed during Phase 1 may be required to accommodate these new projects.</p>	<p>As Phase 3 focuses on high-employment projects, there will be a need for significant electrical upgrades and connections to the grid to support manufacturing and logistics operations.</p> <p>Electricity requirements are likely to be significant, with potential connections to existing infrastructure developed in earlier phases.</p>	<p>Potential upgrades to the existing electrical grid infrastructure to accommodate increased generation capacity and ensure grid stability.</p> <p>Installation of new substations or expansion of existing ones to manage the distribution of electricity generated on-site.</p> <p>More detail will come forward once the site has progressed and further development plans are confirmed.</p>	<p>Electrical connections will be extended to serve new developments, particularly those on the northern plots following the power station demolition.</p> <p>More detail will come forward as the energy requirements of the final developments are clarified.</p>