
RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



STATEMENT OF COMMUNITY INVOLVEMENT

JULY 2022



Rushcliffe Borough Council

Ratcliffe-on-Soar Local Development Order

Statement of Community Involvement

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

| July 2022



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.

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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.

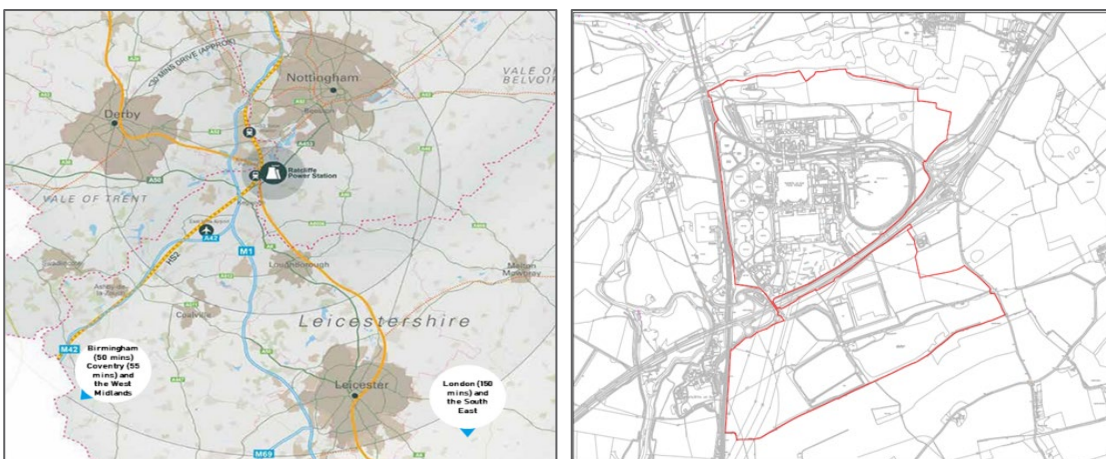


Figure 1 – Regional location and Site boundary

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 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.

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.

Top visitor locations

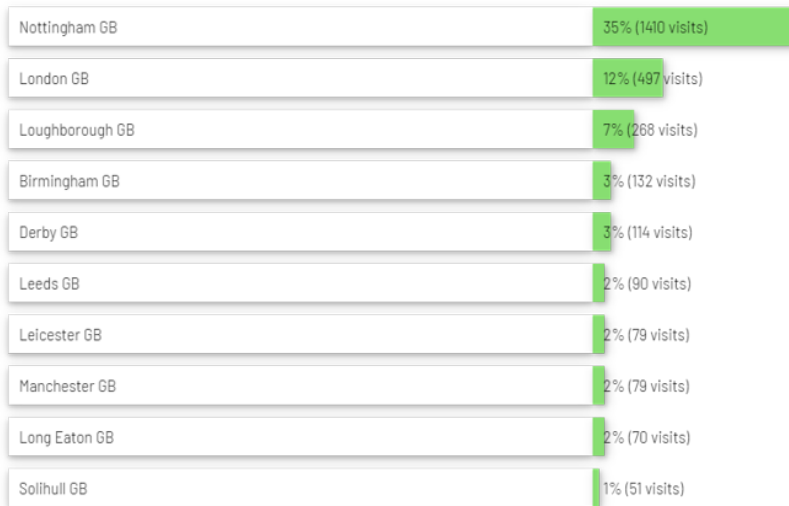


Figure 2 – Geographic spread of website visitors

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.

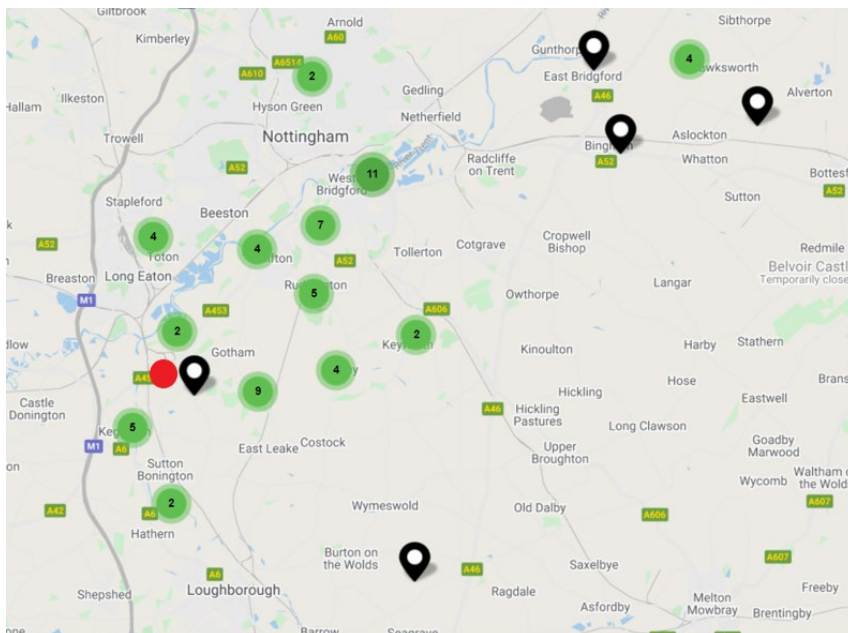


Figure 4 – Location of online questionnaire respondents, by geographic location (the Site is shown by a red dot)

Top local authority areas

All posts

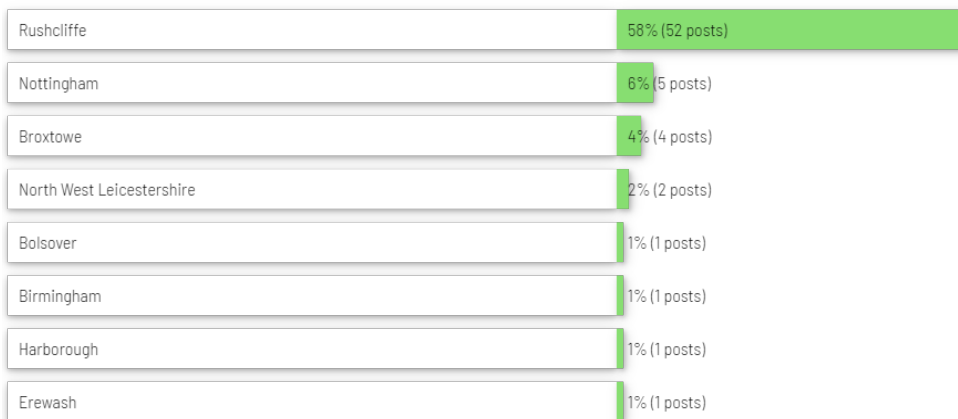


Figure 5 – Location of online questionnaire respondents, by local authority area

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

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> <ul style="list-style-type: none"> Flood risk Biodiversity Net Gain Blue / green infrastructure Foul drainage Environmental management and permits Groundwater and contaminated land Fisheries Decommissioning 	<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. 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
		current East Midlands Parkway Station will need to be adapted to connect with HS2. 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..
	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.	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. 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.
LDO, Freeport and Phasing	Comments on the LDO process and how this would adapt over time to new environmental legislation / standards.	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.
	Comments on the extent to which the Southern Area might be closed to the public due to Freeport related customs security restrictions.	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.
Other	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.	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.
	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.	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
	Discussion with owners of the adjacent Winking Hill Farm, regarding potential impacts of the development and the location of site accesses.	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.

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
	<p>Concerns regarding building heights on the Site and suggestions that any buildings should use green roofs as a design aspect.</p>	<p>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.</p>
	<p>Suggestions that low-carbon technologies should support the learning of local educational institutions.</p>	<p>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.</p>
<p>LDO, Freeport and Phasing</p>	<p>Concerns that the LDO approach will streamline the planning process and not allow sufficient time for consideration of alternative options.</p>	<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>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>	<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.

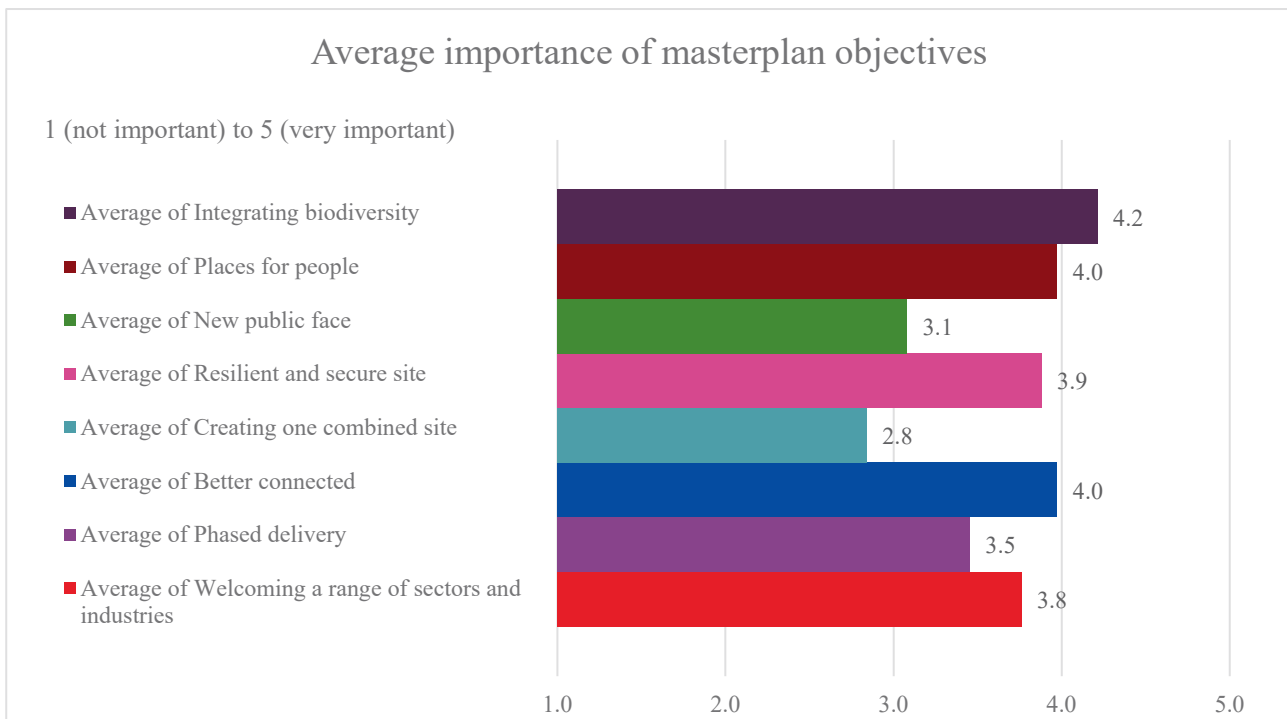


Figure 6 – Diagram showing the average ranking of importance for each masterplan objective

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.

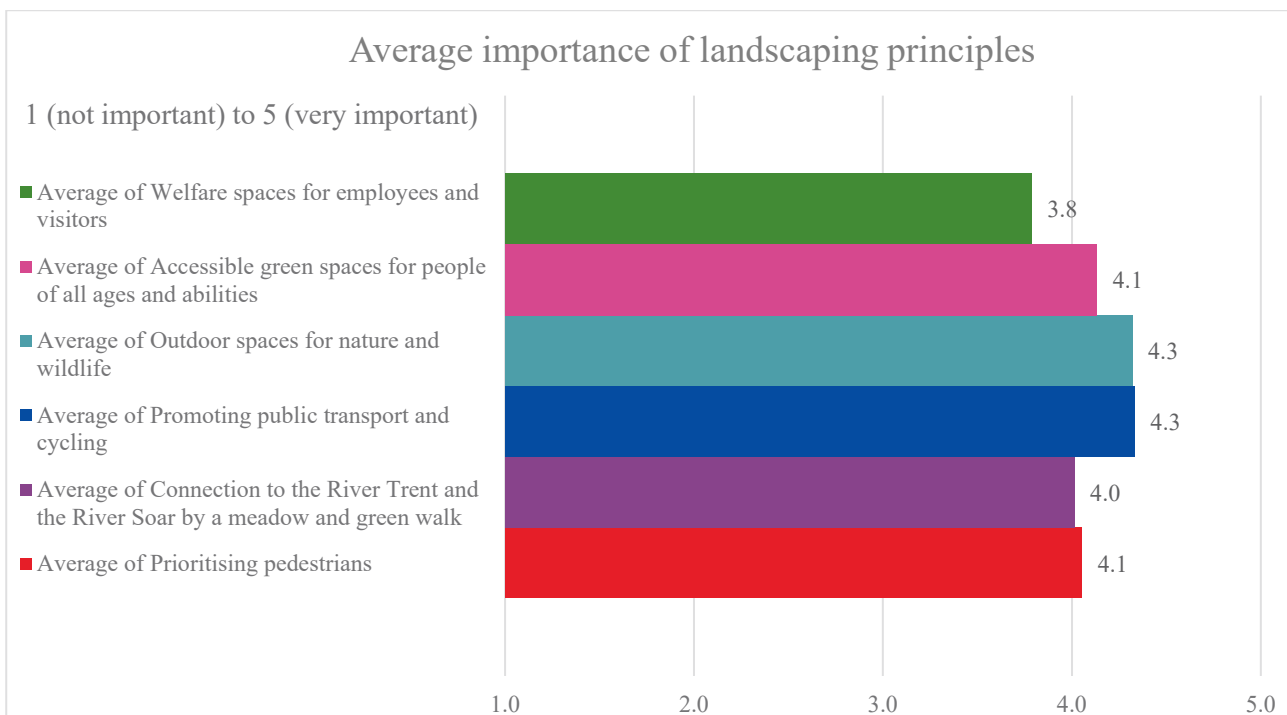


Figure 7 – Diagram showing the average ranking of importance for each landscaping principle

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.

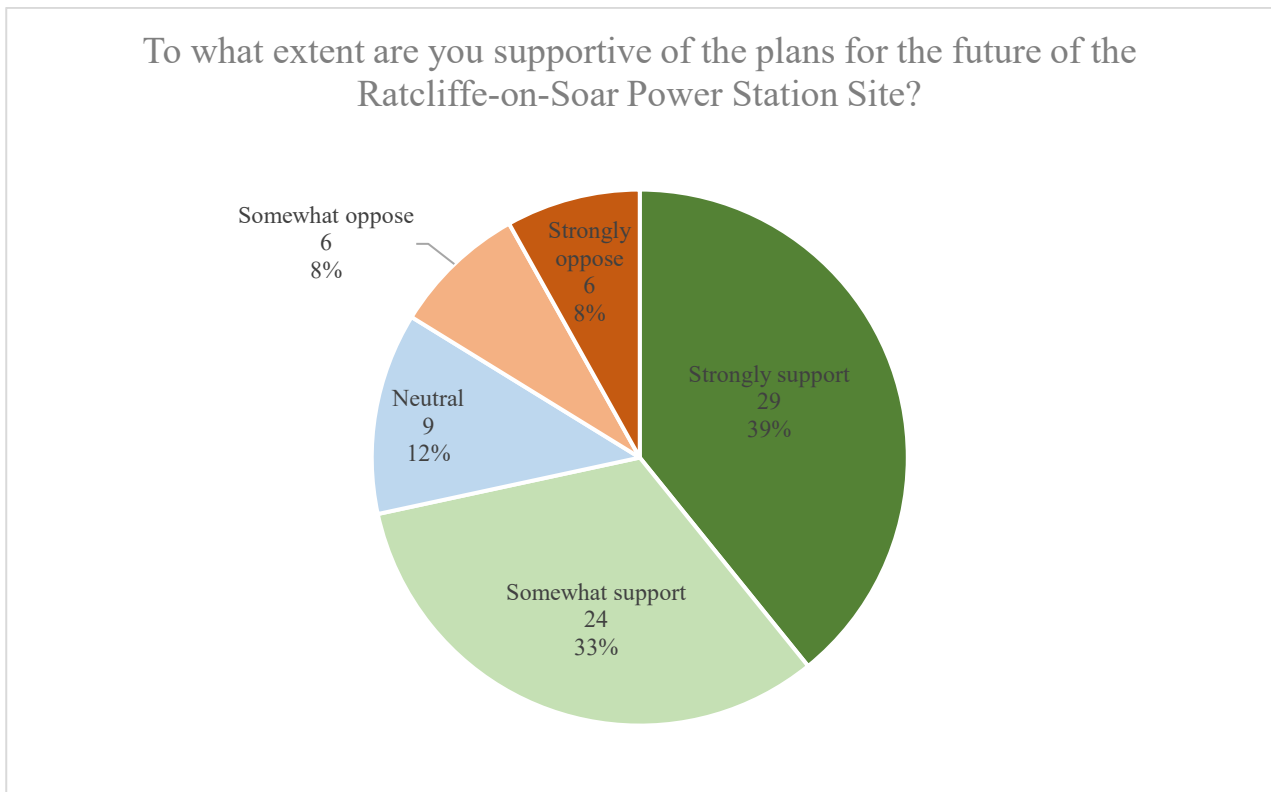


Figure 8 – Diagram showing the overall level of support of plans for the future of the Site

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	<p>Greater detail required regarding environmental mitigation and natural recovery networks, and concerns regarding lack of flood protection and loss of agricultural land.</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 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.</p>
Green Belt	<p>Opposed to the development of the Southern Area; as the Site is within the Green Belt the development it is considered to be unjustified.</p>	<p>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).</p>
Traffic and Transport	<p>Support for expansion of cycle paths, such as access to Site from centres around Long Eaton.</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), 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).</p>
Land Use, Design and Capacity	<p>Suggestions regarding wider uses on the Site, including residential, the addition of allotments, solar and wind power.</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. In line with this policy context, the LDO</p>

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: 29th 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 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 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
NG11 0AX

Tuesday 7th December 2021
Gotham Memorial Hall
Nottingham Road, Gotham
NG11 0HE

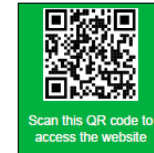
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Viewing the proposals

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 29th 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

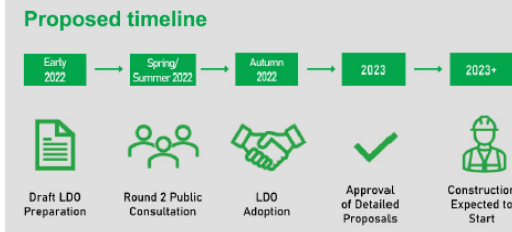
Your views are important to us. You can fill out a consultation survey online via the website, or you can print and complete the survey, and send it back to us free of charge to: **Freepost RATCLIFFE LDO**.

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.



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Appendix A3 Press release letter



Press Release

FOR IMMEDIATE RELEASE

REF LDO

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](#) or [Rushcliffe on Facebook](#) or go to [the council's website](#).

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

Virtual exhibition boards



RUSHCLIFFE BOROUGH COUNCIL

Welcome

Ratcliffe-on-Soar Power Station Redevelopment

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 Freeport. Freeports 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 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



East Midlands Freeport

RUSHCLIFFE BOROUGH COUNCIL

Ratcliffe-on-Soar Power Station Redevelopment

What is a Freeport?

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. 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 Freeports are:

1. Trade and investment – Establish Freeports 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 Freeport?

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

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

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

For more information visit emfreeport.com

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



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 areas integrated into one campus.



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



4. Phased delivery
Setting up a long-term framework to enable growth and change over the coming years.



5. Resilient and secure site
Businesses could potentially benefit from energy generated on-site. The site would 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 masterplan that responds to its existing and surrounding environment.

Design Principles

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Ratcliffe-on-Soar Power Station Redevelopment

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 sit 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

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 | - Ground conditions |
| - Air quality | - Materials and waste |
| - Archaeology and built heritage | - Landscape and visual impacts |
| - Climate change (including resilience and carbon) | - Noise and vibration |
| - Ecology and biodiversity | - Traffic and transport |
| - Human health | - Social and economic benefits |
| | - Water resources |



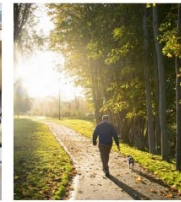
Aerial map showing existing woodland on site

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 pedestrians**
Providing green pedestrian routes that connect buildings and masterplan areas together.



2. **Meadow and riverwalk**
Connecting to the nearby River Trent and River Soar by a meadow and green walk.



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



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

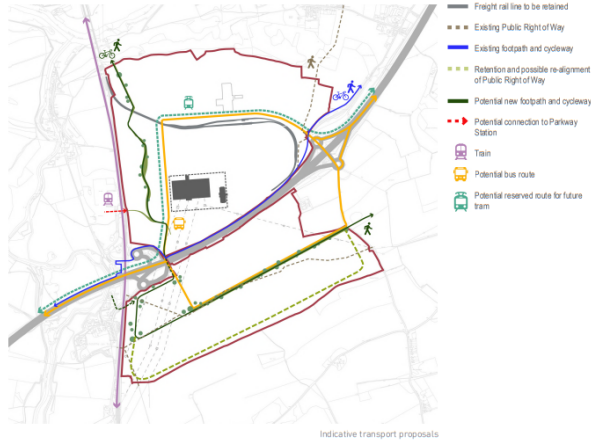


5. **Welfare spaces**
Offering multi-use games areas and welfare spaces to create a campus feel and make the site an attractive place to work.



6. **Accessible green spaces**
Ensuring any green spaces are accessible for people of all ages and abilities.

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.



Indicative transport proposals

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 HS2.



Access to East Midlands Parkway Station

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.



Nottingham Express Transit. Photo credit: <https://www.thetram.net/>

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.

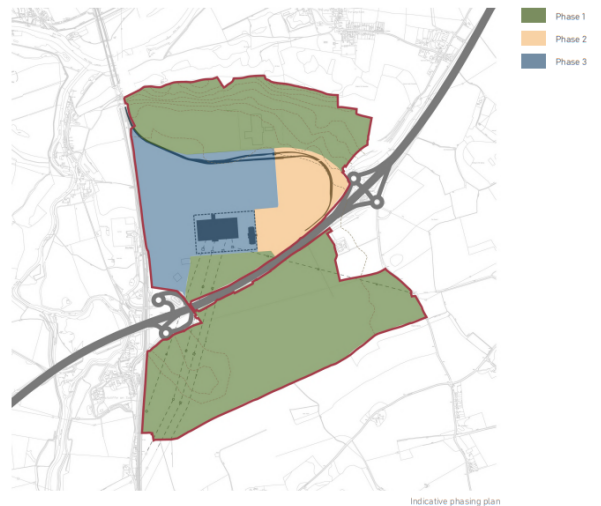
The Transport Assessment will involve working with local partners including National Highways (formerly Highways England), Nottinghamshire County Council and other Local Highway Authorities.

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.

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:



Indicative phasing plan

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:

- 

You can fill out a consultation questionnaire online via the website: rushcliffe.ratcliffeLDO.com
- 

Print and fill out a paper copy and send it to us at: **Freepost RATCLIFFE LDO**
- 

Email us at: consultation@ratcliffeLDO.com

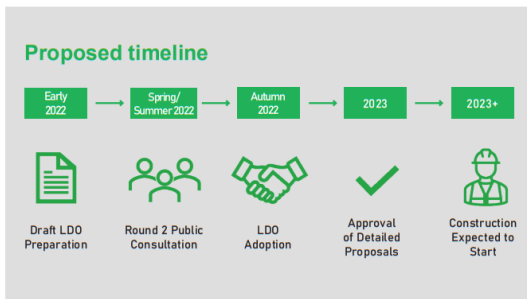
What happens next?

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 Councillors – 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.



FAQs



Ratcliffe-on-Soar Power Station Site

Local Development Order

Frequently Asked Questions

Project Background

1. 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.

2. 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

3. 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 reskill 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.

4. 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.

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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.

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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 106 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 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.

Consultation questionnaire



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 **Freepost 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 981 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?

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.....

.....

.....

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



Objective	Rating
Resilient and secure site <i>Businesses could potentially benefit from energy generated on-site. The site would be secure and protected from flooding.</i>	
New public face <i>Creating a new "front door" to the site which welcomes employees and visitors.</i>	
Places for people <i>Creating buildings and spaces which attract and retain the best people and providing a healthy and enjoyable place to work.</i>	
Integrating biodiversity <i>Creating a masterplan that responds to its existing and surrounding environment.</i>	

Do you have any other suggested objectives for the masterplan?

.....

3. The plans for the site would seek to create an attractive place to work, which blends in with the natural environment. **Please rate each proposed landscaping principle to indicate how important it is to you. (5 = very, 1 = not important)**

Landscaping principles	Rating
Prioritising pedestrians	
Connection to the River Trent and the River Soar by a meadow and green walk	
Promoting public transport and cycling	
Outdoor spaces for nature and wildlife	
Welfare spaces for employees and visitors	
Accessible green spaces for people of all ages and abilities	



4. The plans for the site would seek to encourage sustainable modes of transport rather than encouraging greater car use. For example, by providing direct access from East Midlands Parkway railway station, by making walking and cycling a more attractive alternative for local journeys, and by improving bus access to the site. The existing rail freight line into the site could also be retained.

Do you support the plans to promote sustainable transport, such as increased cycle and pedestrian routes? Do you have any other suggestions which would encourage sustainable travel to the site?

.....

5. **Overall, to what extent are you supportive of the plans for the future of the Ratcliffe power station site?**

- Strongly support
- Somewhat support
- Neutral
- Somewhat oppose
- Strongly oppose

6. **Do you have any additional comments you wish to make about the plans?**

.....



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.

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.....
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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/ratcliffeido</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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