

**Appendix 8: Draft Ratcliffe on Soar Local Development
Order Statement of Community Involvement
Addendum (July 2023)**

RATCLIFFE-ON-SOAR LOCAL DEVELOPMENT ORDER



STATEMENT OF COMMUNITY INVOLVEMENT ADDENDUM

July 2023



Rushcliffe Borough Council

Redevelopment of the Ratcliffe-on-Soar Power Station Site

July 2022 – September 2022 Addendum
Statement of Community Involvement

Document Ref RBCLDO-ARUP-ZZ-XX-RP-YP-0006

July 2023

This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

Job number 283253-00

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Preface

This document is the Statement of Community Involvement (SCI) Addendum, prepared following the draft Local Development Order (LDO) statutory consultation that ran for 6 weeks from 21st July to 5th September 2022. This addendum report documents the outcome of the second round of engagement with a wide range of stakeholders via the consultation undertaken by Rushcliffe Borough Council in its role as Local Planning Authority (LPA). The feedback received was used to inform a review of the LDO and its supporting documents and led to a number of amendments which will then be incorporated into the final draft LDO and submitted for review by the Council before its adoption.

This SCI Addendum should be read in conjunction with the original Statement of Community Involvement Report (RBCLDO-ARUP-ZZ-XX-RP-YP-0001), which documents the first round of non-statutory consultation undertaken from November 2021 to January 2022.

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Abbreviations

Abbreviation	Meaning
BNG	Biodiversity Net Gain
CIEEM	Chartered Institute of Ecology and Environmental Management
CIL	Community Infrastructure Levy
CoCP	Code of Construction Practice
CPRE	Campaign to Protect Rural England
D2N2	The Local Enterprise Partnership (LEP) for Derby, Derbyshire, Nottingham, Nottinghamshire
EcoIA	Ecological Impact Assessment
EIA	Environmental Impact Assessment
EMDC	East Midlands Development Company
EMERGE Centre	East Midlands Energy Re-Generation Centre
HGV	Heavy goods vehicle
HLM	Hallam Land Management
HMA	Housing Market Area
HS2	High Speed Two
IDB	Internal Drainage Board
LDO	Local Development Order
LPA	Local Planning Authority
LWS	Local Wildlife Site
MP	Member of Parliament
NATS	NATS Holdings Limited
NCC	Nottinghamshire County Council
NERL	NATS (En Route) plc
NET	Nottingham Express Transit
NPPF	National Planning Policy Framework
NWLDC	North West Leicestershire District Council
PAS	Planning Advisory Service
PROW	Public Rights of Way
PV	Photovoltaics
R&D	Research and Development
RBC	Rushcliffe Borough Council
SCI	Statement of Community Involvement

SRN	Strategic Road Network
SuDS	Sustainable drainage systems
VSC	Very Special Circumstances
WPD	Western Power Distribution (now National Grid Electricity Distribution)

1. Introduction

1.1 Purpose

This Statement of Community Involvement (SCI) Addendum has been prepared by Ove Arup & Partners Ltd ('Arup') in support of the draft Local Development Order (LDO) prepared by Rushcliffe Borough Council (the Council) as Promoter of the LDO. The draft LDO and Statement of Reasons and its supporting documents were formally submitted for consultation on 7th July 2022, and since then the Council has continued to engage with members of the public, local stakeholders and statutory consultees; this engagement has been in its role as Local Planning Authority (LPA), including the formal consultation required as part of the formal adoption procedures, and in its role as LDO Promoter, providing information and opportunities for interested parties to find out more about the developing LDO. Alongside this SCI Addendum, the Council has made a number of amendments to the LDO. These are detailed in this report and, where necessary, separately as supporting addendum documents to the LDO.

The purpose of this SCI Addendum is to provide an update on the continued engagement that the Council has undertaken, whilst also setting out how this engagement has directly influenced the changes sought as part of the revised/amended LDO and supporting documents. This SCI Addendum should be read in conjunction with the original Statement of Community Involvement Report (RBCLDO-ARUP-ZZ-XX-RP-YP-0001). It should also be read in conjunction with the revised LDO documents.

1.2 Statutory consultation

Following the publication of the draft LDO on 21st July 2022, statutory consultation has been undertaken by the Council in its role as LPA. 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 Design Guide, have been 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.

The consultation methods used for this statutory consultation have aimed to involve as many people and stakeholders as possible through a variety of ways that are accessible and appropriate, as detailed in the following section.

2. Methods of Engagement

2.1 Publicity

To fulfil the statutory requirements and raise awareness of the Proposed Development for the statutory consultation, a range of communication methods were used, including:

- A planning application type case was established on the Council’s Planning Portal (Ref: 22/01339/LDO), which included the LDO, Statement of Reasons, and all supporting documents. Consultees could view and comment on the application via the Planning Portal system;
- A consultation letter and notice to local residents and businesses around the Ratcliffe-on-Soar site – see Appendix A1 for a copy of the notice;
- Email notification to a stakeholder distribution list;
- Notification on the Council’s website, including the newsroom and planning policy pages;
- Press release to local and regional media outlets;
- Display of Site Notices; and
- Notification of tenants.

2.2 Summary of additional consultation and engagement by Promoter

In parallel, the Council in its role as LDO Promoter has undertaken ongoing engagement 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:

- Two public exhibitions were held at Thrumpton (16th August 2022) and Gotham (18th August 2022), with updated Exhibition Panels (can be viewed in Appendix A2). Also in attendance were members from the project team, including Arup, the Council in its role as Promoter, and Uniper as the landowner, to discuss the draft LDO proposal with attendees and answer any questions.

Beyond this statutory consultation period, engagement with key technical stakeholders has continued. These include meetings and, where necessary, workshop conversations to assist in developing the final LDO, to seek advice and to understand potential mitigation requirements. Since the end of the consultation period, additional engagement activities have included:

- Further engagement around the transport modelling and assessment activities, with National Highways, Nottinghamshire, Derbyshire and Leicestershire County Councils and Nottingham City Council;
- A ‘Critical Friend’ Design Guide review, undertaken by Mace on behalf of Rushcliffe Borough Council; and
- Engagement with National Grid and National Grid Electricity Distribution (formerly Western Power Distribution).

2.3 List of consultees

Table 1 lists the individuals, groups, local authorities, and organisations that were invited to take part in the statutory consultation, grouped according to the type of stakeholder.

Table 1 – List of consultees

Category	Stakeholder
Local Authorities	Rushcliffe Borough Council (RBC)
	Nottinghamshire County Council (as Planning Authority and Highway Authority)
	Derbyshire County Council (Development Management; Waste and Minerals; Planning Policy, Highways)

	Derby City Council (Development Control; Planning Policy; Countryside Access;)
	Leicestershire County Council (Planning; Planning Control; Policy; Highways)
	Nottingham City Council (Local Plans)
	South Derbyshire District Council (Planning; Planning Policy)
	Erewash Borough Council (Planning; Planning Policy)
	North West Leicestershire District Council (Development Control; Planning Policy)
	Charnwood Borough Council (Local Plans)
Technical stakeholders, key stakeholders, and statutory consultees	National Highways
	Network Rail
	HS2 Ltd
	RBC Planning Contributions Officer
	Environment Agency
	Environmental Health
	The British Horse Society
	East Midlands Airport
	National Air Traffic Services (NATS)
	PEDALS
	Canal and River Trust
	Rushcliffe Nature Conservation Strategy Implement
	National Farmers Union
	Historic England
	Office of Rail Regulation
	Coal Authority
	Sport England
	Homes England
	Natural England
	Nottinghamshire Wildlife Trust
	Wildlife Trust
	Woodland Trust
	Campaign to Protect Rural England (CPRE)
	Garden Historic Society
	Inland Waterways
	Ramblers Association
	Public Health England
	Health and Safety Executive
	NHS
	NHS Nottingham West CCG
EON Energy	
Western Power Distribution	
Nottinghamshire County Council (Lead Local Flood Authority)	
Nottinghamshire County Council Rights of Way	
National Grid	
East Midlands Development Company	
East Midlands Freeport	
NET Trams	

	Age UK Nottingham & Nottinghamshire
	Disability Nottinghamshire
	Federation of Small Businesses East Midlands
	Rushcliffe Business Partnership
	East Midlands Chamber of Commerce
	Cadent Gas
	Cadent Gas Plant Protection
	Regen New Developments (Electricity)
	British Telecom Local Business East Midlands
	Mobile UK (Telecommunications)
	Seven Trent (Chris Bramley)
	Seven Trent Water (Growth Development; Network Development East)
	Civil Aviation Authority
	East Midlands Development Company (EMDC)
	D2N2 Local Enterprise Partnership
	Ruth Edwards MP
Rushcliffe Borough Council Ward Members	Cllr R Walker
	Cllr J Walker
	Cllr M Gaunt
	Cllr G Dickman
	Cllr C Thomas
	Cllr K Shaw
	Cllr L Way
	Cllr R Adair
	Cllr M Barney
Parish Councils	Ratcliffe on Soar Parish Council
	Barton in Fabis Parish Council
	East Leake Parish Council
	Kingston on Soar Parish Council
	Sawley Parish Council
	Lockington and Hemington Parish Council
	Gotham Parish Council
	Stanford-on-Sour Parish Council
	Thrumpton Parish Council
	West Leake Parish Council
	Sutton Bonington Parish Council
	Ruddington Parish Council
	Rempstone Parish Council
	Bunny Parish Council
	Normanton-on-Soar Parish Council
	Costock Parish Council
	Kegworth Parish Council
Neighbouring Landowners	Winking Hill Farm

	Hallam Land Management (response from Pegasus Group on their behalf)
	Redhill Marina (Mather Jamie on their behalf)

2.4 Public consultation

2.4.1 Planning Portal website

The Council established an LDO application case via their Planning Portal.¹ This acted as the central source for consultees and interested parties to view and comment on the draft LDO documents. Consultees still had the option to email or post their comments to the Council directly; these emails and letters were scanned and uploaded on the Planning Portal website.

Furthermore, the websites used for the first round of non-statutory consultation were updated to re-direct consultees to the Planning Portal, as shown in the Figure 1.

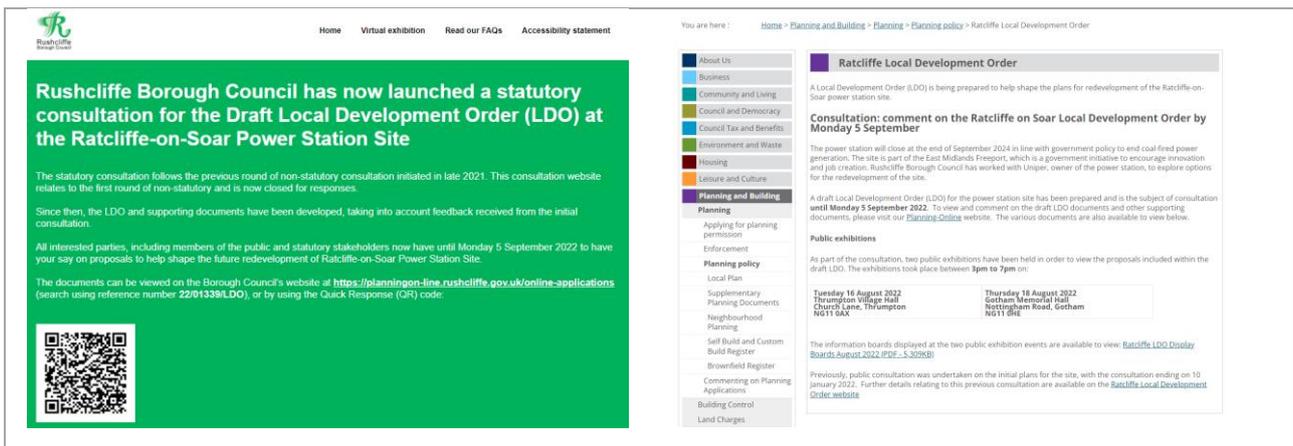


Figure 1 – Screenshots of previous consultation websites, re-directing users to the Council’s Planning Portal.

As of 19th September 2022 (two weeks after the consultation period closed), the response rate by consultees from the Planning Portal website was:

Table 2 – Number of responses received by consultees

Type of Stakeholder	Number of Comments Received
Statutory Stakeholders	27
Local Authorities	8
RBC Ward Members	3
Parish Councils	13
Non-Statutory Stakeholders	59
Total	110

2.4.2 Public exhibitions

In parallel to the statutory consultation process, to assist in promoting greater understanding of how the proposals forming the submission version of the LDO had developed from the informal consultation stage, two public exhibitions were held as follows:

- Thrumpton Village Hall, 16th August, 3–7 p.m. (65 attendees); and

¹ <https://planningon-line.rushcliffe.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=REUKMZNLCB00>

- Gotham Memorial Hall, 18th August, 3–7 p.m. (73 attendees).

The public exhibitions allowed the local community to learn about the Proposed Development and meet representatives from the Council, as LDO Promoter, its consultant (Arup) and the landowner (Uniper), to ask questions and provide feedback. There were 62 attendees who signed up for a mailing list to receive future updates.

The exhibition boards from the previous consultation round on the pre-draft LDO were updated to show details from the draft LDO proposal. The updated information boards covered the following topics:

- Welcome
- The Site
- Consultation
- Vision
- Mitigation
- Land Use
- Transport and Connectivity
- Building Heights
- Landscape
- Illustrative Masterplan
- Next Steps

A copy of the information boards can be found in Appendix A2.



Figure 2 – Public exhibition at Thrumpton Village Hall Event

3. Consultation feedback and response

3.1 Statutory consultation responses

A total of 47 comments were received from 51 stakeholders via RBC's Planning Portal. The comments have been categorised into Local Authorities, RBC Ward Members, Parish Councils and technical, key or other statutory stakeholders and summarised in Tables 3 to 8, along with responses to the feedback received on the Draft LDO. We have termed these stakeholder statutory consultees.

Table 3 – Responses to feedback received from technical stakeholders, key stakeholders, and other statutory consultees

Stakeholder	Summary	Response
The Gardens Trust	The possible impact upon the Grade II Registered Park and Garden (RPG) of Kingston Park Pleasure Grounds is underplayed. The applicant should provide additional wire frame and photo montage visualisations from within the RPG and adjacent to heritage receptors within it.	<p>A note has been prepared and submitted to the case officer to set out why the original assessment is considered accurate and robust and why visualisations are not considered necessary to aid understanding of the impact (see Appendix A5). A summary is provided here:</p> <p>Whilst the setting of Kingston Park Pleasure Grounds, and its historic value, provides a tranquil, rural context to the asset, its significance is primarily drawn from its internal views, design and group value. As such, no designed views were established to the north of the estate as part of the original garden layout, reducing the contribution of the setting of the Registered Park and Garden to its overall significance.</p> <p>As noted in the original Environmental Impact Assessment (EIA), the tree screening along Gotham Road is not impermeable, and some glimpsed views north towards the Proposed Development are possible. However, the development will sit directly in front of, and within, the existing industrial feature of Ratcliffe on Soar power station and will not represent a significant change to the setting of the estate – a setting which is not integral to the appreciation of the internal asset relationships and associative value from which the Kingston Park Pleasure Grounds derive their significance.</p>
Campaign to Protect Rural England Nottinghamshire	<p>Overall, a generally supportive response; however:</p> <ul style="list-style-type: none"> The responsibility for implementing biodiversity mitigation should be allocated to the developers/applicant to avoid risk of the measures not being implemented or being given to the local authority without the required funding. Application for Certificates of Compliance should be open to public comment to demonstrate compliance with existing planning policy. The Transport Assessment does not demonstrate the site to be an ambitious project and further work is needed here. The LDO does not provide rationale for it being a large logistics development. 	<p>The LDO requires the submission and updating of a Biodiversity Strategy at each application for a Certificate of Compliance (Condition 5) and, in Appendix C, sets out guidance, which includes setting the conditions for refusal for non-delivery.</p> <p>The ethos of the LDO process is to streamline the planning process and, whilst the Council can determine appropriate consultation, development that accords with the LDO may not require further public consultation.</p> <p>A Transport Note has been produced setting out an approach to delivering strategic mitigation and transport improvements alongside other developments in the area, including a revised Condition 6, to allow for further assessment and mitigation to come forward when required.</p>

Stakeholder	Summary	Response
		Logistics development is included to aid project viability and to contribute to identified demand in this area. However, it is limited to around 20% of the overall floorspace and only to the north of the A453.
National Grid	<p>Initial holding objection to the LDO as the site is in close proximity to a National Grid high voltage transmission underground cable, overhead lines and Substation. The full right of access to retain, maintain, repair and inspect our assets is required, therefore no permeant structures are to be built over National Grid cables or within the easement strip.</p> <p>Greater understanding needed of the impact of the works on National Grid underground cables and associated assets.</p> <p>Further comments received confirming no objection providing developers engage with them and provide plans to them prior to starting work and that works is in accordance with NG Technical note 287.</p>	<p>A meeting has taken place with National Grid, where it was clarified that the LDO would not override any statutory rights, wayleaves or easements that National Grid possess and that their assets would be protected.</p> <p>Additional wording has been introduced into the LDO at Section 2.6 and the Design Guide at IS5 to reflect their requirements as set out in the revised response.</p>
National Highways	<p>Request for further information before National Highways would be able support the approval of the LDO. Outstanding matters include:</p> <ul style="list-style-type: none"> • Agreement of traffic flows, turning count movements, and any other data to be used in model runs. • Presentation and evaluation of the proposed microsimulation modelling outputs. • Further refinement of modelling including the Freeport development proposals accounting for indicative cumulative mitigation. • Evaluation of options that mitigate the residual cumulative impacts as indicated by the Promoter. This could include all reasonable assessments and options, including multi-modal options. 	<p>An initial meeting was conducted with National Highways and their consultants, followed by a second meeting including Local Highway Authorities.</p> <p>Consequently, a Technical Note has been prepared and submitted to National Highways and Local Highways Authorities. A slightly modified version of this, incorporating minor text changes to Condition 6 is to be included in a period of formal consultation (see Appendix A4). Some important points are summarised below:</p> <p>The Note recognises the need for a holistic transport solution to increase highway capacity which will not only address the impacts of the Proposed Development at Ratcliffe but will also accommodate the needs of other major developments. It is recognised that this holistic solution will require joint working between developers and public sector bodies and that this will take time to come forward.</p> <p>The Note highlights that initial phases of the Proposed Development only have minimal impact on the strategic road network (SRN) and local roads. LDO Condition 6 has been modified to enable development elements with lower transport impacts to commence, ensuring that impacts on the SRN are controlled.</p> <p>This condition works to restrict works by placing a “pause” on development at a set threshold of trips generated by the development, until highway mitigation has been agreed upon and/or delivered.</p> <p>The Transport Assessment, Framework Travel Plan and the Transport Note also describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking.</p>

Stakeholder	Summary	Response
		A proposal from Nottinghamshire Highway Authority to require developers to provide a Public Transport Strategy has been accepted and incorporated into the revised LDO Condition 10.
RBC Planning Contributions Officer	<p>Development carried out under the proposed LDO may be liable to pay a Community Infrastructure Levy (CIL) charge where one applies.</p> <p>The majority of the uses proposed would be zero-rated in the Council's CIL charging schedule however, some uses in development plots E and J may fall under the 'General Retail (former A1-A5)' category of the Council's Charging Schedule.</p>	Text to be included in LDO and Statement of Reasons to highlight the need to consider CIL for any retail uses. New Paragraph 2.7 and note in Checklist at Appendix B of the LDO refers to it.
NATS Safeguarding	<p>There is no safeguarding objection to the proposal.</p> <p>If any changes are made to this information, NERL requires that any such changes be further consulted on prior to any planning permission or any consent being granted.</p>	Comment noted and no response required. See East Midlands Airport stakeholder comments for their response on Airport safeguarding.
The Coal Authority	No comments or observations due to the proposed development site being located outside of the defined coalfield.	No response required.
Trent Valley IDB	<p>The site is located within the Trent Valley Internal Drainage Board district. The Board maintained Kingston Brook 05, an open watercourse, exists to the Southern boundary of the site and to which Byelaws and the Land Drainage Act 1991 applies.</p> <p>The Board's consent is required irrespective of any permission gained under the Town and Country Planning Act 1990.</p>	<p>Comment noted.</p> <p>Include in Paragraph 2.6 of LDO the need to obtain any required approvals from the Trent Valley Internal Drainage Board (IDB).</p>
Sport England	<p>The proposal does not have any impact on any existing sport facilities or playing fields and does not generate significant demand for new indoor or outdoor sports facilities.</p> <p>Sport England would like to be advised of the outcome of the application by receiving a copy of the decision notice.</p>	Comment noted and no response required.
RBC Environmental Sustainability Officer	<p>The assessments are broad in character and require further detailed surveys and assessments once the designs are developed and close to the time of works commencing.</p> <p>These surveys and assessments must be completed by suitably qualified ecologists at an appropriate time of the year, prior to commencement of works in that phase and include any mitigation required and proposed enhancements and incorporated in Ecological Impact Assessments (EcoIA).</p> <p>These will be approved by the issuing of certificates of compliance. Where protected species are identified and impacted by works, a licence from Natural England is likely to be required.</p>	<p>Condition 7 of the Draft LDO aims to ensure that impacts arising from the construction of development permitted by this LDO are appropriately managed and controlled.</p> <p>It outlines that development must not be commenced until a Code of Construction Practice (CoCP) for that development has been submitted to and approved in writing by the Council. The CoCP must address all construction impacts identified in the LDO's Environmental Statement.</p> <p>The CoCP has been prepared to support the EIA, and already includes the general provisions suggested by this stakeholder and should be captured through the conditions process.</p> <p>The biodiversity net gain (BNG) Strategy set out in the Draft LDO aligns with comments made by the stakeholder. The wording of Section 3.3 of the LDO has been revised to highlight that a minimum of 10% gain is required, the importance of following the</p>

Stakeholder	Summary	Response
		<p>hierarchy and delivering on site or nearby BNG as a priority, to allow for provision of a Fish Pass or similar intervention and to make clear that any habitat provision should be managed for a minimum of 30 years.</p> <p>The requirement for updated species surveys is drawn through the EIA, Design Guide and CoCP, and is also a specific requirement in the submission checklist at point 10 of the Application for a Certificate of Compliance at Appendix B of the LDO.</p>
Canal and River Trust	<p>The proposed uses identified in the draft LDO do not appear likely to directly affect any of our waterways or associated infrastructure.</p> <p>However, the Surface Water Drainage Strategy indicates that the current power station site discharges surface water to both the River Trent and the River Soar. The Strategy also indicates that it is likely that there will continue to be some surface water discharges to both rivers, probably utilising existing infrastructure.</p> <p>There may be a requirement to obtain consent from the Canal & River Trust either to re-use existing outfalls or to create new ones.</p>	<p>The Potential need for consent if any water is to be discharged to sections of River Trent or River Soar managed by Trust has been included at Section 2.6 of the LDO.</p>
Natural England	<p>Natural England are satisfied that the proposed development being carried out in strict accordance with the details as submitted, will not damage or destroy the interest features for which these sites have been notified.</p> <p>However, please consider:</p> <ul style="list-style-type: none"> • Linking of the green spaces through the site and into the wider locality to greater benefit people and biodiversity. • The role that the Nature Recovery Network can play, alongside Local Nature Recovery Strategies. • The recently launched Natural England Green Infrastructure Framework Principles and Standards. 	<p>It is considered that the Site sets appropriately high expectations for design, landscaping, and BNG.</p> <p>Whilst it is noted that there is currently no national or local planning policy requirement to provide a specific level of BNG, the LDO will require the development to deliver a minimum 10% net gain. The 10% BNG exceeds current Local Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The Design Guide's section for Landscape is considered to offer suitable principles and criteria to be adhered to by proposals.</p> <p>Additionally, a soil resource management plan is a specific requirement of the CoCP.</p>
Ramblers Nottinghamshire	<p>This is a huge development and a great opportunity to create a 'sense of place' in and around the site. Improvements suggested include:</p> <ul style="list-style-type: none"> • There is a need to ensure and enhance the connectivity of the public rights of way in and around the site. • To promote more sustainable transport, the cycle route could be moved further away from the A453 and serious consideration of the complex junction at SK 4991429297 should be undertaken. • There would be value in introducing a new footpath along the northern boundary, linking to the existing track. 	<p>As shown by the Parameter Plans and detailed in the Design Guide, the LDO maintains the public rights of way (PROW) connectivity across the Site.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network, including connectivity with the adjacent villages of Ratcliffe-on-Soar and Thrumpton, and the footway/cycleway alongside the A453 provides connectivity into Clifton and Nottingham.</p> <p>The LDO supports the improvement of cycleways and footways which will service the development. However, proposed cycleway improvements require land, which is outside the Promotor's control, and therefore, the LDO requires that a financial contribution is made to support the provision</p>

Stakeholder	Summary	Response
		<p>of these cycle links when they come forward.</p> <p>The potential for a new footpath link along the northern boundary has been considered but there is no current connection to the PROW network to the west and to provide this would involve third party land. It is therefore not proposed to include an additional footpath to the north.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets.</p> <p>Condition 10 of the LDO has been expanded to include a requirement to submit a Public Transport Strategy for approval. This, together with the Site Wide Travel Plan, Plot-Specific Travel Plans and Design Guide requirements, shall be used to confirm the details of the public transport provision as the details of the development come forward.</p>
<p>Western Power Distribution (WPD) <i>(Now: National Grid Electricity Distribution)</i></p>	<p>No objection in principle to the LDO at this time. However, WPD request that they are contacted to discuss to determine the full impact of the LDO and connected development proposals to determine the full impact on WPD's assets within the site boundaries.</p> <p>WPD reserves the right to raise objections to the LDO once it has received sufficient information to determine the full impact of the LDO on WPD's assets.</p>	<p>WPD's comments are broadly similar to those of National Grid, in that they are concerned to protect their assets and these concerns are addressed in the same revisions, i.e. additional wording has been introduced into the LDO at Section 2.6 and the Design Guide at IS5 to reinforce this.</p> <p>A meeting has taken place with WPD to discuss their comments and provide assurance that there would be appropriate wording to alert developers to the need to liaise with them before commencing development.</p>
<p>Nottinghamshire Wildlife Trust</p>	<p>Impacts on protected species are broadly in line with Chartered Institute of Ecology and Environmental Management (CIEEM) guidelines. However, much of the finer detail of BNG delivery is left to planning condition and there is a current lack of clarity/ commitment at this stage in relation to what BNG will be accommodated on site.</p> <p>Recommendations include:</p> <ul style="list-style-type: none"> • The retention of Ratcliffe-on-Soar Pond LWS. • A Biodiversity Management Plan secured for all habitats and that funding is made available to secure positive ongoing management. • A Code of Construction Practice presented for each phase that comes forward. 	<p>The delivery of BNG will be controlled by the Mitigation Strategy required by Condition 5. The Biodiversity Mitigation Strategy sets out the hierarchy of mitigation the project will follow.</p> <p>The wording of Section 3.3 of the LDO has been revised to make clear that a minimum of 10% BNG will be required. There is currently no local or national policy target, although it is widely anticipated that the national target will be 10% and therefore this is a requirement that is in excess of current policy and in line with potential future policy requirements and is considered an appropriate requirement.</p> <p>This would be required to be in place in advance of any construction, with the Strategy updated and subject of approval at each Certificate of Compliance application.</p> <p>Point 9 of the Guidance Notes for this Strategy (in Appendix C of the LDO and Statement of Reasons) has been revised to set out that details of long-term management of BNG for a minimum period of 30 years is</p>

Stakeholder	Summary	Response
		<p>an essential element of the Biodiversity Mitigation Strategy.</p> <p>The current design proposals show Ratcliffe-on-Soar Pond local wildlife site (LWS) to be close to the edge of Plot D, and the assessment in the Environmental Assessment was undertaken on a precautionary basis to provide a worst-case assessment in the absence of detailed design. However, it is suggested that as part of ongoing detailed design this LWS pond is sought to be retained where it is possible to do so.</p>
Rushcliffe Business Partnership	<p>The criteria set out in the Statement of Reasons and the proposed use types are supported. The opportunity to work with businesses that locate on the site and the requirement for a local labour agreement for new developments would be welcomed.</p> <p>The Partnership would also welcome the inclusion of some business incubator unit designed to support businesses to be present and grow in this exciting opportunity.</p>	<p>Comment noted and no response required.</p> <p>The LDO is designed to be flexible and, whilst there is no specific requirement for incubator units, the LDO would not preclude these.</p>
East Midlands Airport	<p>Overall support for the proposed vision for the site, although concerns raised include:</p> <ul style="list-style-type: none"> • It is important from an aviation safety perspective, that any development or operations at the site do not result in an increase in bird activity within and in proximity of the site. • An East Midlands Airport Aerodrome Safeguarding Requirements document should be prepared in consultation with East Midlands Airport. • Technical safeguarding assessments may be required when more detail on the location and the size of the proposed buildings in the LDO area are known. • A detailed aviation Glint and Glare study will be required for the buildings within the LDO area. • During construction, robust mitigation measures to minimise and control any levels for dust arising from the site are required, and any cranes or tall equipment exceeding 10 m AGL that are to be used during construction or ongoing operations within the LDO area will require a Tall Equipment Permit issued by East Midlands Airport. 	<p>An Aerodrome Safeguarding report is a checklist requirement for each Certificate of Compliance submission. See Appendix B of the LDO, Section 10.</p> <p>However, a new Condition 12 has been added, requiring a formal Site Wide Safeguarding Plan and a Bird Hazard Management Plan, which individual applicants will have to take into consideration.</p> <p>Condition 12 outlines that each application for a Certificate of Compliance shall include an East Midlands Airport Aerodrome Safeguarding Plan and a Bird Hazard Management Plan that shall be submitted to and approved in writing by the Council.</p> <p>The Design Guide includes the requirement to take into account Airport safeguarding issues at Design Principles IS8, A3, SL5 and SL7.</p>
Nottinghamshire Police Designing Out Crime Officer	<p>The Police would recommend that the planners and developers refer to Secured by Design – the official Police Security Initiative – guidance. This guidance document aims to reduce crime in the built environment and incorporates security standards that have been developed to address emerging methods of attack.</p> <p>The guidance would naturally give the planner and developer standards that should be applied to any future planning application. This note proceeds to provide relevant legislation/guidance including excerpts from the NPPF.</p>	<p>A new Design Principle, A11, has been added to the Design Guide to ensure this is taken into consideration.</p>
Environment Agency	<p>A number of conditions are recommended for inclusion in the LDO:</p> <ol style="list-style-type: none"> 1. Foul and Surface Water Drainage 	<p>A requirement for approval of foul and surface water drainage has been added to the LDO as Condition 13 and the potential requirement for Water Discharge and Water</p>

Stakeholder	Summary	Response
	<p>No development shall take place until details of the proposed means of disposal of foul and surface water drainage, including details of any balancing works and off-site works, have been submitted to and approved in writing by the Local Planning Authority.</p> <p>2. Operational Environmental Management Plan</p> <p>Prior to commencement of works on site of any development within the LDO a detailed Operational Environmental Management Plan shall be submitted to and approved in writing by the Local Planning Authority.</p> <p>3. Remediation Strategy</p> <p>Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the Local Planning Authority.</p> <p>4. Verification Report</p> <p>Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the Local Planning Authority.</p> <p>5. Unidentified Contamination</p> <p>If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. The remediation strategy shall be implemented as approved.</p> <p>6. Protected Species</p> <p>No development shall take place until a plan/strategy detailing the protection of water vole and otter, protected species under the Wildlife and Countryside Act 1981 (as amended) and their associated habitat has been submitted to the Local Planning Authority.</p> <p>7. Code of Construction Practice</p> <p>No development shall take place until a Code of Construction Practice (CoCP), which details how effects on the environment will be avoided, minimised, mitigated or, as a last resort, compensated for, has been submitted to, and approved in writing by, the local planning authority. The CoCP shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.</p> <p>The opportunity to support fish passage enhancements through the development is also suggested to be a “missed opportunity” to restore more natural processes to the watercourse.</p> <p>The Environment Agency are content with the information included within the Flood Risk Assessment and the proposed minimum finished floor levels are accepted.</p>	<p>Abstraction Permits have been added to LDO Section 2.6. Other Consents.</p> <p>A requirement for approval of an Operational Environmental Management Plan has been added to the LDO as Condition 14.</p> <p>Suggested Conditions 3 and 4 in respect of contaminated land have been combined and added to LDO as Condition 15.</p> <p>A condition for unidentified contamination is considered unnecessary given the previous requirement for investigation and mitigation.</p> <p>Ecology surveys have identified no signs of otter or water vole at the Site. It is considered that a specific condition is not necessary. The need for additional surveys after two years is identified in the Submission Checklist (LDO Appendix B).</p> <p>The requirement to prepare a CoCP is already a condition, set out in the LDO Condition 7.</p> <p>The Fish Pass is a measure that is recognised as a potential environmental gain, subject to practical and cost considerations. It is specifically mentioned as such in Section 3.3 of the LDO.</p>
Historic England	The iterative approach proposed in respect of archaeological matters is welcomed. However, the proposed redevelopment of the site will involve change to	Condition 8 of the LDO includes for the recording of archaeological finds/remains. The demolition of the Power Station is not

Stakeholder	Summary	Response
	<p>the setting of designated heritage assets from the loss of the existing power station (a prominent landmark).</p> <p>Therefore, this should be addressed in subsequent detail applications.</p>	<p>consented under the LDO and a scheme for recording this would be addressed at the time an application is made for the demolition.</p> <p>The CoCP will include measures to address impact on the heritage environment, including the Scheduled Monument through location of fencing and plant, for example.</p> <p>Chapter 2.8 of the Environmental Statement assesses impact of the development controlled by the proposed parameters on wider Heritage Assets and concludes the impacts will not be significant and so no mitigation is necessary, other than embedded (e.g. limits on building heights and site landscaping).</p>
<p>East Midlands Development Company (EMDC)</p>	<p>EMDC support the use of the LDO for this site and the mix of uses and parameters proposed. However, a number of suggestions have been identified to improve upon the existing LDO masterplan. The suggestions encourage flexibility in the LDO approach, place emphasis on the role of phasing and harness the extensive Net Zero opportunity.</p> <p>The future development of the site should be fully integrated with broader opportunities for the Region and that there is a coordinated approach to the delivery of infrastructure, including on site and the site's connections to the surrounding community and wider East Midlands region.</p>	<p>Wider strategic interventions and improvements, given Freeport, HS2 and EMDC developments, will be looked at more holistically once more is known about these other potential developments.</p> <p>The Transport Note has been produced (see Appendix A4), following comments from National Highways and Local Highway Authorities, and sets out an approach for a holistic transport solution to increase highway capacity, which will address the impacts of the Proposed Development at Ratcliffe and accommodate the needs of other major developments in the area. It is recognised that this holistic solution will require joint working between developers and public sector bodies and that this will take time to come forward.</p> <p>Consequently, LDO Condition 6 has been amended to address concerns regarding Strategic Transport Impacts.</p> <p>It is considered that the LDO and its Design Guide sets an appropriately high expectation for design, landscaping and BNG. This includes a proposed improved and direct interface with the Parkway Station.</p> <p>HS2 Ltd have not begun external discussions regarding their plans. Given the absence of information around the timing, nature and form of the proposed HS2 interface, it is not considered that detailed planning for a Hub can be expected as part of the LDO design parameters. Nevertheless, the Design Guide does propose an entrance hub area with an appropriate mix of uses, including service uses in this entrance/interchange area.</p> <p>The LDO has a built-in review mechanism that would allow it to react to changes in context and Policy, currently after three years and then at five-year intervals. It is noted that EMDC suggest this be reduced to two and five years but it is not recommended that this be altered as it would be unduly demanding on Council resources to do so at this frequency, and it would also remove the</p>

Stakeholder	Summary	Response
		<p>planning certainty that investors would need from the planning process.</p> <p>With regard to Natural Capital EMDC suggests it has a potential role in helping to deliver off-site provision of BNG. This positive approach is welcomed and is not precluded by the BNG Strategy set out in the LDO.</p> <p>The Design Guide includes requirements to design in the context of climate change. These include accounting for Rushcliffe Borough Council's Climate Change Strategy 2021–2030; and demonstrating how smart design, material selection and low-carbon thinking has been embedded in decision making throughout the design process and for the operation of the Site. Whilst construction material transport and operational waste production has been scoped out of the EIA presented for the LDO, it is expected that through the requirements outlined in the Design Guide, these would be adequately addressed such that no significant environmental effects would arise.</p>
HS2 Ltd	<p>The potential impact of the demolition works on HS2 depends on timing of Phase 3 post 2030 and whether demolition conflicts with our planning/construction programme phase.</p> <p>Clarity on traffic and transport comments is requested. The most significant concern is the level of forecast traffic congestion both in the future baseline scenario and with the proposed development.</p>	<p>The construction of the HS2 line and date of potential demolition of the Power Station are both unknown at this stage. Demolition is not proposed by the LDO and would need to come forward via a separate consent process. A Demolition Addendum to the EIA has been produced to cover future demolition impacts at high level; once the timing and method of demolition is known, it would be co-ordinated with the relevant rail authority at that time.</p> <p>A Technical Note for transport has been produced following this round of consultation on the LDO in response to comments made by National Highways and Local Highway Authorities. The Note highlights that Phases 1 and 2 of the Proposed Development will have minimal impact on the SRN and local roads.</p> <p>Condition 6 has been modified to ensure that impacts on the SRN are controlled following Phase 2. This condition places a “pause” on development at a set threshold until highway mitigation has been agreed upon and/or delivered, taking into account any known or committed development at that time, including HS2.</p>
Network Rail	<p>Concerns of the development, relating to standard drainage:</p> <ul style="list-style-type: none"> • Direction of foul water drainage. • Proximity of soakaways and surface water retentions ponds/ tanks, SuDS or flow control systems. • Approval of overland flow conditions. • Positioning of proposed works and underline drainage assets in relation to Network Rail's assets. 	<p>Network Rail are concerned with the protection of their assets, mainly around surface water, systems and run-off.</p> <p>The need to consider the impact of drainage proposals on Network Rail assets has been highlighted in Section 2.6 of the LDO.</p>

Stakeholder	Summary	Response
	No connection of drainage shall be made to these assets without Network Rail's prior consent to detailed proposals and any works within 5 m of the assets will require prior consent. There must be no interfering with existing drainage assets/systems without Network Rail's written permission.	
Uniper	The LDO is fully supported by Uniper. The LDO process is the best method available to give pace, clarity and certainty to developers on planning matters while retaining full local control. It is a key part of the strategy to achieve timely redevelopment of the site, enabling the region to maximise the potential offered by the site.	No response required.
PEDALS	<p>Supportive of the proposed bridge over the River Trent. The proposal should be definite rather than "aspirations" and the potentially for the site to be a useful active travel link should be further exploited. Some Section 106 contributions should fund safe and high-quality connections to the main nearby residential areas.</p> <p>Proposed bridge and approaches to the south of the site should connect to the existing cycle path/ shared path on the A453 and related routes.</p> <p>The proposed pedestrian walkway from East Midlands Parkway Station to the internal walking/ cycle network should be a foot/ cycle link and the shared foot/ cycleway proposed along the northern access road should be a separated foot/ cycle route.</p> <p>All cycle facilities should be rebuilt to DfT Local Transport Note (LTN) 1/20 standards.</p>	<p>In response to PEDALS preference for the link across the River Trent to be a commitment, this facility is beyond the ability of the LDO to deliver as it would include third party land. It is a wider piece of infrastructure that should be looked at holistically by relevant bodies, including Highway Authorities, HS2, Freeport and East Midlands Development Company.</p> <p>There are some detailed points made that are too fine grain to be captured at this level but should be captured when these elements come forward as detailed designs. The principles of facilitating non-car modes of access between the Station and the Site are embedded in the Design Guide.</p>
RBC Conservation Officer	<p>The proposed development would result in less than substantial harm to the setting and significance of wider heritage assets beyond the proposal site.</p> <p>On balance, there would be a resulting positive impact outweighing the negative impact of development.</p> <p>It would however be preferable that Area I as shown on the land use plan as one unit be made up of several smaller units to break up the mass wherever possible (the inner and outer max. proposed heights of 40 m and 30m respectively are noted).</p>	<p>The Officer's conclusions are noted and accord with the assessment of Heritage impacts set out in the Environmental Statement.</p> <p>The comments in respect of massing of the buildings on Plot I are noted. The LDO allows for flexibility in the form of development that can come forward and design principles and criteria to address building design and massing are set out in the Design Guide Principles A1 and A2.</p>
RBC Environmental Health Officer	The Officer has confirmed that they are happy with the proposed noise condition (18) and the proposed ground conditions condition (15).	The conditions have been incorporated into the LDO following consultation feedback and, given the officer response, no further action is required.

Table 4 – Responses to representatives received from Local Authorities

Stakeholder	Summary	Response
Melton Borough Council	No comments.	No response required.
Nottinghamshire County Council Flood Risk Officer	No comment made on the proposed LDO as there is no flood evacuation plan and therefore no requirement for emergency planning.	No response required.
Nottinghamshire County Council Public Rights of Way	All footpaths within the site, with the exception of Footpath no. 2, must be diverted to accommodate the development. An application under the Town and	The comment made regarding the separate process for diversion is already included in the Design Guide principle T3 and LDO (paragraphs 2.6 and 5.2).

Stakeholder	Summary	Response
	<p>Country Planning Act 1990 should be made to the Planning authority as a separate application.</p> <p>General design principles for public RoWs to consider:</p> <ul style="list-style-type: none"> • The material and level of use for surfaces (compacted stone). • A width of 2 metres minimum with a 1 metre verge is appropriate. • Drainage assessment for the land where the diverted footpaths are to run. • Ensure it is clear who maintains the trees beside the footpaths. • Any new structure on an existing RoW requires authorisation. • Adopted footways should be no more than 1:20 with a maximum of 1:12 with a crossfall of 1:40. • If a footbridge is needed, ownership must be confirmed and assessments of flood levels conducted. <p>If cycling is proposed on a footpath then this should be upgraded legally and considered an option or converted to a cycle track.</p>	<p>The Design Guide, at T3, references the need to design in accordance with Nottinghamshire County Council standards.</p>
<p>Nottinghamshire County Council Policy Officer</p>	<p>Concerns of potential visual impact to areas of heritage and conservation are highlighted, including impact on Kingston Hall (Registered Park and Garden) and Kingston-on-Soar village. They believe the visual impact will be greater than assessed in the Environmental Statement.</p> <p>Due to visual impact, the building units should be smaller, with more landscaping throughout the site. A mitigation strategy for keeping within the landscape character area is essential.</p> <p>Prior extraction of gypsum would not be practicable. The site is partially within minerals safeguarding and consultation area for sand and gravel, and the future development of this site will need to include the restoration and reclamation of the Winking Hill ash disposal site.</p> <p>Concerns about the assessment of the fly ash on site are expressed. For example, how it would be dealt with, i.e., removal from site or stockpiling/ reusing. A condition regarding fly ash, as a valuable resource is requested.</p>	<p>It is not accepted that the visual impact on Kingston village and the registered parkland has been underplayed. A Response Note has been prepared responding to their concerns about heritage and conservation impacts (see Appendix A6).</p> <p>Sitewide landscaping is indicated on the Landscape Parameter Plan and will be provided. The development on individual plots is not yet known and so no firm landscape plans can be included.</p> <p>Plots could be developed in numerous ways due to the flexibility that is inherent in the LDO approach. Design principles and criteria to address building design and massing are set out in the Design Guide Principles A1 and A2.</p> <p>A requirement for provision of a Fly Ash Strategy has been added as Condition 16.</p>
<p>North West Leicestershire District Council (NWLDC)</p>	<p>NWLDC would strongly support a more strategic solution to improvements at M1 J24 junction and the physical extension of the tram network to the site.</p> <p>Concerns include:</p> <ul style="list-style-type: none"> • The residential amenity, including noise and odours, and effect on air quality. • The visual amenity due to impact on the landscape and loss of green space to the south of the site. • The visual impact of the site's large building masses. • The impact to the green belt and the missed opportunity for innovative methods of achieving biodiversity net gains. • The impact on surrounding heritage assets • Increases in traffic and decreases in road safety for 	<p>Concerns surrounding the need for a strategic approach are accepted and are broadly in line with the views of the Highway Authorities.</p> <p>Given the overall concern from Highway Authorities about impact on highway capacity, a revised strategy has been developed. This recognises that Phase 3 of the development would place a larger number of trips onto the network due to its focus on office and R&D uses, at a time when other uses, such as HS2 and other Freeport uses are also likely to come forward.</p> <p>To address this, a Transport Note (see Appendix A4) has been submitted to National Highways and Local Highways</p>

Stakeholder	Summary	Response
	<p>the neighbouring communities.</p>	<p>Authorities. In practice, this introduces a “pause” in the development at a set threshold until highway mitigation has been agreed upon and/or delivered. A slightly revised version of the Transport Note, amending the wording of Condition 6, has been included as part of a formal re-consultation exercise.</p> <p>The LDO has been revised to secure this by Condition 6.</p> <p>There is general comment in respect of visual impact, but of particular concern is the scale of the proposed building on the Southern Area. This is something raised by a number of consultees and has been addressed by revising the height parameters set by the Design Guide.</p> <p>The ability to restrict HGV use through Kegworth is beyond the scope of the LDO to deliver. However, there is a requirement in the Transport Mitigation Strategy for a contribution towards a traffic management study for local roads and for implementation of any proposed recommendations.</p>
<p>Nottinghamshire County Council Highways</p>	<p>Clarification is sought about whether the planned closure date of the power station may change and if so, there will be implications for trip rate calculations.</p> <p>A more detailed explanation of high (13.98%) modal shift prediction, would be welcomed and additional junction modelling where the development results in an increase of 30 vehicles or more.</p> <p>Areas should be safeguarded for parking if a future need arises.</p> <p>Footways should link to the nearby bus stops and improvements to bus stop infrastructure will be required. Requirements of the National Bus Strategy should be incorporated and detailed comments on bus service to the site.</p> <p>There is a need for a Public Transport Strategy for the site, to include Demand Responsive Transport and a strategy for a Shuttle Bus service.</p>	<p>As part of UK government’s strategy to phase out power generation from coal, the Ratcliffe Power Station will close at the end of September 2024 and the LDO’s traffic modelling takes this into account.</p> <p>A Transport Note (see Appendix A4) has been produced to respond to comments made by all Highway Authorities and Condition 6 of the LDO revised to account for possible future pressures on the strategic and local road networks and support a holistic approach to transport at and surrounding the Site.</p> <p>Condition 10 has been amended to introduce a requirement for a Public Transport Strategy. Design Guide Principle T4 includes a requirement for on-site bus stop provision. Section 8.2.3 of the Site Wide Travel Plan Framework has been amended to include additional incentives to use public transport and for provision of an on-site shuttle bus service, that would also serve nearby transport hubs, including the Parkway Station and Clifton Park and Ride site. The latter is also addressed in Section 8.4 of the Transport Assessment and Section 2.2.3 of the Site Wide Travel Plan Framework.</p>
<p>Derbyshire County Council Planning Policy</p>	<p>Concerns of localised impacts upon local roads in Nottingham, Nottinghamshire, and Leicestershire. Suggestions include:</p> <ul style="list-style-type: none"> • Cycling would be appropriate for movements within the site and for commuted trips from local residential areas including Clifton and Kegworth. • Opportunity for the Skylink Express between Nottingham/ Derby and East Midlands Airport to be 	<p>A Transport Note (see Appendix A4) has been produced and Condition 6 of the LDO revised to support a holistic approach to transport at and surrounding the Site.</p> <p>The Design Guide includes requirements to design in the context of climate change. These include criteria in Principle A6 accounting for Rushcliffe Borough Council’s Climate Change Strategy 2021–</p>

Stakeholder	Summary	Response
	<p>diverted to the site.</p> <ul style="list-style-type: none"> • Construction material transport and operational waste production should be included in the greenhouse gas assessment. • How energy demand for cooling would be managed and reduced and issues around energy security and resilience should be covered within the Energy Strategy. • It would be expected that an analysis of the impact of current building regulations and other recent changes on these figures would be carried out as part of the Energy Strategy. 	<p>2030; and demonstrating how smart design, material selection and low-carbon thinking has been embedded in decision making throughout the design process and for the operation of the Site.</p> <p>Whilst transport of construction material and production of operational waste have been scoped out of the EIA presented for the LDO, it is expected that, through the requirements outlined in the Design Guide, these would be adequately addressed such that no significant environmental effects would arise.</p> <p>A new criterion regarding Cooling and Blue and Green Infrastructure has been added as A6.5 of the Design Guide.</p> <p>Alterations have been made to the LDO's Energy Strategy, including the addition of Section 9.3.5 to address energy security and resilience.</p>
Leicestershire County Council	<p>Objection because the LDO fails to demonstrate that any significant impacts of the development on the transport network (in terms of capacity and congestion), or on highway safety, can be mitigated.</p> <p>Concerns that the submission fails to account for the impact of HS2 despite the advice of the Highway Authorities requesting that sensitivity tests be undertaken. It is unclear what discussions and agreements have been reached with both Network Rail and East Midlands Trains in respect of assumptions for direct pedestrian connectivity between the site and East Midlands Parkway, and capacity on the existing rail network.</p> <p>And it is unclear what incentives will be offered to employees to use rail services.</p>	<p>A Transport Note (see Appendix A4) has been produced and Condition 6 of the LDO revised. This is to account for possible pressures to the strategic and local road networks, including measures to mitigate against traffic pressures at future phases which may be coming forward at the same time as other development such as HS2, and support a holistic approach to transport at and surrounding the Site.</p> <p>HS2 is in the very early stages of its work to develop proposals for the East Midlands Station and are currently unable to confirm a train service pattern through East Midlands Parkway Station or to provide any details of how the existing station might be adapted to suit HS2 requirements.</p> <p>Over the coming years, HS2 will develop its proposals and will be better placed to identify the impacts (if any) on the Ratcliffe site. Condition 6 of the LDO has been amended to encourage developers at the Ratcliffe site to develop a holistic transport solution which can serve the needs of all developments. If changes to the LDO are required, then the Council has the power to amend the LDO through one of the regular review stages (see LDO Condition 1).</p> <p>Incentives to use sustainable modes of Travel and Public Transport have been incorporated into Section 8.2.3 of the Site Wide Travel Plan Framework.</p>

Table 5 – Responses to representations received from Rushcliffe Borough Council Ward Members

Stakeholder	Summary	Response
Councillor J Walker	Objection due to uncertainty surrounding closure of the power station and concerns regarding the potential extending use of coal on the site.	The UK Government's policy is to phase out power generation from coal at the end of September 2024.

Stakeholder	Summary	Response
		<p>Taking the opportunity to accelerate the phase-out of coal-fired power generation in the UK electricity system wherever possible, Uniper announced in 2021 that it would close one of the four 500 MW units at the Ratcliffe Power Station as early as the end of September 2022 – two years ahead of the government’s coal phase-out date.</p> <p>In early 2022, the Government asked Uniper to explore the possibility of keeping this unit open for longer. And following discussions with National Grid ESO, Uniper announced that it would be able to support the Government’s request and help maintain energy supply security, by continuing to make the unit available until 31 March 2023, for dispatch by National Grid ESO.</p> <p>Uniper is also reviewing the potential for operation after this time and planning to make the unit available until the September 2024 coal phase-out date, with the power station still set to close by the end of September 2024.</p> <p>Therefore, the phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.</p>
Councillor Carys Thomas	<p>Objection on the basis of:</p> <ul style="list-style-type: none"> • Decision-making for detailed proposals should be taken directly by elected Councillors in certain circumstances. • Impact of significant increased traffic levels on villages and country roads. • Emphasis on travel by car and insufficient provision of public transport. • Lack of cycle routes, whether they be on or off road. • Although there is no requirement for solar panels, they should be included on the roofs of the buildings. • The phasing, logistics use and visual impact of development in the southern section of the site. • The missed opportunity to use the buildings themselves to create wildlife habitats and provide biodiversity. • Conditions and overall management responsibilities, including the need for a site management plan. • Little documented to ensure the rail link is fully exploited, to also move freight. 	<p>Government is wanting to streamline the planning process and has published guidelines recommending that LDOs are used for Freeport Areas in place of conventional planning processes, that can be resource heavy for Local Authorities and introduce uncertainty and delay for investors. The Ratcliffe-on-Soar LDO has been developed in accordance with the Planning Advisory Service (PAS) guidance and with reference to other adopted LDOs (e.g. Gravity at Sedgemoor).</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council’s constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p> <p>It is acknowledged that a number of consultees, including Highway Authorities raised concerns regarding the highway impacts upon local roads during peak times.</p>

Stakeholder	Summary	Response
		<p>As outlined in the Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>In Phases 1 and 2 the net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and the impacts therefore, insignificant.</p> <p>The revised Site Wide Travel Plan Framework identifies additional measures to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A requirement for a Public Transport Strategy has been incorporated into the revised LDO conditions.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter’s control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal roads, footways and cycleways within the Site connect to the external networks and create permeable access.</p> <p>The Design Guide makes an allowance for the use of solar photovoltaics (PV) on the roofscapes of the development under revised design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p> <p>The Southern Area of the Site forms part of the East Midlands Freeport which has been approved by Government; therefore, the Southern Area should be included within the LDO.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities from the outset. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.</p> <p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic</p>

Stakeholder	Summary	Response
		<p>Plan consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. However, the LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>It is considered that the Site sets an appropriately high expectation for design, landscaping and BNG. BNG is to be achieved via a robust requirement for a Strategy, achieving minimum 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The Design Guide (Principle A3) encourages developers to include green roofs as part of the building design.</p> <p>Condition 17 has been added to require submission of a management plan for the strategic landscaping, infrastructure and car parking areas not within plots.</p> <p>The rail link is retained and is to be utilised for freight movement. The level of use will be dependent on the nature of future occupiers, which as yet is unknown, although its presence is considered to be an attraction to investors.</p>
Councillor Matt Barney	<p>Many concerns are raised:</p> <ul style="list-style-type: none"> • Increased traffic movements on local roads. • Development on greenbelt land. • Building heights should be lowered. • Wildlife and biodiversity should be further encouraged, with wild zones and wildlife corridors. • Transport links need further careful consideration to encourage public transport, cycling and walking to and around the site. • The need to protect Winking Hill Farm. 	<p>It is recognised that the traffic modelling presented in the Ratcliffe Transport Assessment raises concerns regarding the highway impacts upon local roads during peak times.</p> <p>However, due to the Proposed Development mix at Ratcliffe, Phases 1 and 2 generate very few peak-hour trips. The net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The Very Special Circumstances for allowing the Proposed Development to proceed are set out in detail in the Green</p>

Stakeholder	Summary	Response
		<p>Belt Assessment at Section 7.5 of the LDO and Statement of Reasons.</p> <p>For the Northern Area, the existing Power Station, cooling towers and chimneys are considerably higher than 40 m and therefore it is considered that the proposed buildings will have a less dominant impact on the landscape. Restricting building heights further is not considered appropriate and may deter potential operators who would invest in this area and help to deliver the employment, skills and net zero objectives of the Proposed Development.</p> <p>It is proposed that the Parameters for the Southern Area are amended to reduce the maximum height of buildings in this area.</p> <p>BNG is to be achieved via a robust requirement for a Strategy, achieving 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A Public Transport Strategy has been accepted after comments from National Highways and incorporated into the revised LDO conditions.</p> <p>Potential impacts on Winking Hill Farm have been minimised by creating a landscape buffer between the farm and the edge of the development Plot I. Design Guide Principle BH5 requires the developer to demonstrate that the building in Plot I has been designed to minimise its impact on Winking Hill Farm.</p>
Councillor Rex Walker	<p>A joint consultation response was made by five Parish Councils/Meetings and Cllr Rex Walker, in response to the revised draft LDO. Cllr Walker is aligned with the matters raised in the joint parish consultation comment, which expresses concerns regarding the following subjects:</p> <ul style="list-style-type: none"> • Green Belt • Transport • Design Guide • Biodiversity Net Gain • Decision Making <p>A full summary of this comment can be found on Page 31, in Table 6 of this SCI under “Joint Consultation Response: Gotham Parish Council; Barton in Fabis Parish Council; Kingston on Soar Parish Council; Ratcliffe on Soar Parish Meeting; and Thrumpton Parish Meeting”.</p>	<p>Refer to Table 6 (Page 31) of this document under “Joint Consultation Response: Gotham Parish Council; Barton in Fabis Parish Council; Kingston on Soar Parish Council; Ratcliffe on Soar Parish Meeting; and Thrumpton Parish Meeting” for response to this comment from Cllr Rex Walker and the five Parish Councils/Meetings.</p>

Table 6 – Responses to representatives received from Parish Councils

Stakeholder	Summary	Response
Ruddington Parish Council	No objections	No response required.
Stanford-on-Soar Parish Council	Concerns for the impact of increased traffic on the smaller villages such as Stanford on Soar and villages on the surrounding routes such as West Leake, Kingston on Soar and Sutton Bonington.	<p>It is recognised that a number of local residents and representatives have concerns regarding the highway impacts upon local roads during peak times.</p> <p>However, due to the Proposed Development mix, Phases 1 and 2 generate very few peak-hour trips. The net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>As outlined in the Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>To address local concerns regarding vehicle speeds and highway safety, it is proposed that the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane.</p>
Rempstone Parish Council	Concerns raised about inconsistencies within the report regarding traffic impact on Rempstone and the A6006.	We have reviewed the Transport Assessment and LDO and Statement of Reasons and have not identified any apparent inconsistencies. The Assessment concludes that, whilst traffic would approach the Site using the A6006, this is not a route where a significant increase in vehicular movements would be generated by the development. In the morning peak this would equate to less than a 1% increase in vehicle trips.
East Leake Parish Council	<p>Calls for measures to:</p> <ul style="list-style-type: none"> • Soften the visual impact of the highest building • Consider connections to East Leake • Provide cycle paths linking the villages and the south side of the site • Carry out a transport feasibility study be in the surrounding areas and villages. <p>Concerns of noise pollution, impacts of traffic on country roads and safety for non-motorised users in East Leake.</p>	<p>The maximum height parameter for buildings has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations and an assessment of visual impact.</p> <p>The Design Guide which accompanies the LDO establishes a number of principles (Parameters A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height</p>

Stakeholder	Summary	Response
		<p>on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. The requirement for a Public Transport Strategy has been added to Condition 10.</p> <p>To address local concerns regarding vehicle speeds and highway safety, the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane. The Transport Mitigation Strategy will require developers to make a contribution to the local Highway Authority towards undertaking the study and helping implement its recommendations.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter's control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p>
<p>West Leake Parish Meeting</p>	<p>Objection to the development of the open Green Belt land south of the A453. Concerns of visual impact given the height and density of proposed buildings.</p> <p>Solar panels on the roofs of buildings and 10% Biodiversity Net Gain should be a requirement.</p> <p>Mitigation for the proposed 'significant' increases of traffic in West Leake should be provided.</p> <p>There are major flaws in the application regarding transport assessment and its failure to demonstrate significant impacts on the transport network. West Leake's local roads are not suitable for increased traffic movement and the ongoing measurement of traffic flows should be mandated.</p> <p>The inclusion of the greenfield land to the south given policy surrounding the green belt is concerning and the opportunity presented to create an exemplar for biodiversity and environmental design is neglected as over 50% of the BNG will be "off-site".</p> <p>The scheme should be an advert for Rushcliffe to show it cares for the future of the environment.</p> <p>Further comments:</p> <ul style="list-style-type: none"> • Concern that the RBC Conservation Officer may have overlooked the impact on West Leake and East Leake Conservation Areas when making their response to the LDO. • The Transport Assessment and EIA conclude that the villages of East Leake and West Leake 	<p>The Very Special Circumstances for allowing the Proposed Development to proceed are set out in detail in the Green Belt Assessment at Section 7.5 of the LDO and Statement of Reasons.</p> <p>It is acknowledged that there are concerns about the perceived visual impact of the heights for the buildings in the Southern Area of the development. Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p> <p>The Design Guide which accompanies the LDO establishes a number of principles (Parameters A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.</p> <p>The Design Guide has been revised to require developers to maximise the use of roofs for solar PV or green roofs, under design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p> <p>Section 9.3.5 of the LDO's Energy Strategy has been revised to address energy security and resilience. This section refers</p>

Stakeholder	Summary	Response
	<p>will be ‘significantly’ impacted by increased traffic flows.</p> <ul style="list-style-type: none"> • The West Leake Conservation Area Appraisal and Management Plan identifies potential threats to the tranquillity of the area from increased traffic movements. The Parish also consider that the increased difficulty in crossing the road would lead to threats to human life. • Their concerns are that, in mitigating impact on the village’s roads, the local authorities may propose improving and even increasing the extent of pavements and crossing points within West Leake at the expense of grass verges. This would have a detrimental impact on the special character of the Conservation Area. <p>The West Leake Parish Meeting request the Conservation Officer considers their comments and revisits the impact the proposed development will have on West Leake.</p>	<p>to how the Site will meet energy demand using renewable sources, noting solar power generation.</p> <p>It is considered that the Site sets an appropriately high expectation for BNG. BNG is to be achieved via a robust requirement for a Strategy, achieving a minimum of 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The LDO establishes a hierarchy for delivering BNG. This requires on-site options to be exhausted and evidenced before moving down the hierarchy and to explore off-site delivery options. Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance which will confirm how the 10% BNG target will be delivered.</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>This note responds to concerns regarding the potential negative impacts to local roads.</p> <p>The Southern Area of the Site forms part of the East Midlands Freeport, the Outline Business case for which has been approved by Government; therefore, the Southern Area should be included within the LDO.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.</p> <p>Rationale for developing the Southern Area also include the need to develop the currently vacant and/or under-utilised areas of the Site to quickly deliver on Government’s Freeport objectives. Early delivery of employment in these areas, in advance of the existing Power Station closing, will provide the best opportunity to retain and reskill the workforce, as new green/low-carbon energy and advanced manufacturing job opportunities come forward as part of the Site redevelopment.</p> <p>The LDO sets ambitious parameters for development of this Site and meets the ambitions of the government Freeport.</p>

Stakeholder	Summary	Response
		<p>In response to concerns about development on the Southern Area the Design Guide has been revised to require development on Plot I to closely align with the Net Zero aims of the Vision.</p> <p>In response to the concern about impact on the East and West Leake Conservation Areas, Chapter 8 (Archaeology and Built Heritage) of the Environmental Statement does not identify any harm to the two Conservation Areas, although Chapter 17 (Traffic and Transport) identifies potential moderate adverse effects due to difficulty crossing the road.</p> <p>The Environmental Statement does not identify or propose any mitigation for the potential difficulty crossing the road. Therefore, the development proposed in the LDO does not result in any harm to the Conservation Areas. The Conservation Officer can only respond to the proposals put forward.</p> <p>However, if the results of the Traffic Management Study for Local Roads, which is a mitigation proposal included in the LDO, conclude that mitigation measures are necessary, then these interventions would be delivered by the Local Highway Authority and would include the necessary consultation at the time.</p>
<p>Joint Consultation Response: Gotham Parish Council, Barton in Fabis Parish Council, Kingston on Soar Parish Council, Ratcliffe on Soar Parish Meeting, and Thrumpton Parish Meeting</p>	<p>Green Belt:</p> <p>Objection to development of the southern site and to its inclusion in the LDO, due to lack of consideration for the green belt.</p> <p>There should be a distinction between the previously developed land in the north and the open land (greenfield nature) in the south.</p> <p>The LDO Green Belt assessment fails to acknowledge the cumulative impact of other approved and proposed developments, including those in surrounding villages.</p> <p>The scale of the buildings proposed to the north fail to consider the visual impact on the green belt and are unacceptable given the surrounding greenfield land is 0 m high. There is no justification for most buildings being any higher than 20 m.</p> <p>The plans and consultation have failed to show the true visual impact.</p> <p>Transport:</p> <p>Concerns of no transport assessment for impact on local roads. It is suggested that: a feasibility study for buses is conducted; traffic lights and restrictions on HGVs on Junction of West Leak Lane is considered; improvements are made to the accessibility of Winking Hill Farm; height monitoring is carried out at Kingston railway bridge; speed control warning signs are considered; a roadside footpath is required with cycle ways; access only signs are installed instead of closing roads; and a cycle route over the Trent from Chilwell to Green Street is considered.</p>	<p>Green Belt:</p> <p>The Site's Very Special Circumstances (VSC) for development within the Green Belt are set out in Section 7.5 of the LDO.</p> <p>A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation is not in itself a principal part of the VSC case, although it is supportive as an acknowledgement of central government encouragement for employment development at this location.</p> <p>To deliver the benefits of this to investors, businesses should be operational by 2026; therefore, Freeport status does support the case for inclusion of the open parts of the Site in the LDO. The need to secure a transition of employment, knowledge and economic benefit aligned to the planned closure of the Power Station by the end of September 2024, rather than leave the Site vacant and economically inactive, is also beneficial.</p> <p>Transport:</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in</p>

Stakeholder	Summary	Response
	<p>Additionally, a transport feasibility study embracing HS2, cycle routes, buses and tram extension should be conducted.</p> <p>Design Guide:</p> <p>The permitted uses do not protect the vision for the Site as a smart, green, resilient industrial park. The permitted use criteria need to be tightened to protect the vision from being watered down from commercial pressures to accept any end user that loosely fit one of the permitted use criteria.</p> <p>All buildings should make use of solar/PV on the roofs rather than using ground-based solar farms.</p> <p>Biodiversity Net Gain:</p> <p>The approach to (BNG) is weak and unconvincing and should be provided locally.</p> <p>A condition is suggested that could ensure a minimum 10% BNG is achieved, secured for at least 30 years, with a 'stretch' target of 15%. Also, the baseline calculation, delivery plan and timescales for BNG should be subject to independent audit (paid for by the developer) and appropriate sanctions, including financial penalties, established for any failure to deliver on that delivery plan.</p> <p>Another suggested condition seeks to ensure that the developer delivers all BNG on site (upon the Southern Site) and not in other Boroughs or via brokers. Developer should engage constructively with local communities and bodies to agree a BNG opportunities.</p> <p>Decision-making:</p> <p>Concern about potential conflict of interest in decision making and request an element of democratic involvement and accountability in the decision-making process.</p> <p>It is important that the vision stays strong and robust, and that short-term political deadlines or commercial opportunism do not lead to poor decision making.</p> <p>Not reviewing the LDO until the 5-year anniversary would be too late to rectify any errors or omissions, therefore it is suggested it be reviewed at 1, 3, 5, 7, 10,15, 20, 25-year intervals.</p> <p>A growth board should other be created to engage with the local community on an ongoing basis.</p>	<p>place before the point at which significant peak development trips are generated. In practice, this clause works to "pause" the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A requirement for a Public Transport Strategy has been incorporated within Condition 10.</p> <p>To address local concerns regarding vehicle speeds and highway safety, the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, Kingston-on-Soar and including Kegworth Road, Gotham Road and West Leake Lane. The Transport Mitigation Strategy requires developers to make a contribution to the local Highway Authority to undertake the study and help implement its recommendations.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter or Site owner's control. Therefore, whilst the LDO cannot deliver cycle route improvements, the LDO requires that a financial contribution is made through the implementation of the Strategy to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network.</p> <p>Design Guide:</p> <p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan call for sites and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on the Site.</p> <p>The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>The Design Guide makes an allowance for the use of solar PV on the roofscapes of the development under design principle A3 and includes design principles around</p>

Stakeholder	Summary	Response
		<p>integrating biodiversity into the development in SL2.</p> <p>Section 9.3.5 of the LDO’s Energy Strategy has been revised to address energy security and resilience. This section refers to how the Site will meet energy demand using renewable sources, noting solar power generation.</p> <p>Biodiversity Net Gain:</p> <p>It is considered that the Site sets an appropriately high expectation for BNG. BNG is to be achieved via a robust requirement for a Strategy, achieving 10% gain. This exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>The LDO establishes a hierarchy for delivering BNG. This requires on-site options to be exhausted and evidenced before moving down the hierarchy and to explore off-site delivery options. Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance which will confirm how the 10% BNG target will be delivered.</p> <p>Decision-making:</p> <p>The Planning Advisory Service advise that review periods should be far enough forward that they advance a commitment by the LPA to bring forward development and facilitate investor confidence but flexible enough that they can positively respond to change. It is considered that by setting the initial review at three years and subsequently at five yearly intervals, the correct balance has been struck and a more frequent review would be unduly onerous on Council resources and undermine the need for certainty. Should there be a concern that the LDO is not meeting its objectives, the Council can at any time instigate a review.</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 of the LDO. The determination and delegation procedure will follow the process as set out in the Council’s constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p>
Kegworth Parish Council	The transport assessment report identifies a projected increase in traffic on village roads. Not enough is proposed to mitigate the risks of the increased traffic on	The Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4) details the

Stakeholder	Summary	Response
	<p>these roads when the site is in operation and during construction. Consideration needs to be given to include options which discourage commuter traffic from cutting through local villages, such as Kegworth, East Leake, Sutton Bonington and West Leake. Preferred routes need establishing for workers and construction traffic and incinerator lorries.</p> <p>Traffic management controls at specific junctions are needed, such as the one which connects West Leake Lane with Kegworth Road and Gotham Road. An analysis needs undertaking of junctions in the local area to clearly establish the true impact of this development and propose controls to mitigate the identified risks.</p> <p>Not enough is being proposed to support sustainable transport. We would request that consideration is given to installing cycle routes which would link the site to local villages, such as Kegworth, and to providing safe pedestrian and public transport routes to the site. All of these would discourage the use of motorised vehicles and promote methods of sustainable travel.</p>	<p>revised approach to ensuring appropriate mitigation is provided. Condition 6 of the LDO has been revised to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>This note also responds to concerns regarding the potential negative impacts to local roads.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A Public Transport Strategy is now required under Condition 10.</p> <p>To address local concerns regarding vehicle speeds and highway safety, the LDO requires that a contribution is made towards a traffic management study around Ratcliffe-on-Soar, East and West Leake, Kingston-on-Soar, including Kegworth Road, Gotham Road and West Leake Lane. The Mitigation Strategy requires a contribution to the local Highway Authority to undertake the study and help implement its recommendations.</p> <p>The LDO supports the Improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the Promoter’s control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network.</p>
<p>Councillor Carol Sewell (Kegworth Parish Council)</p>	<p>Objection to the development on greenfield land to the south of the site. Additional concerns for increased traffic on an already overloaded infrastructure surrounding the site and on village roads and the transportation of waste (for the incinerator) by road.</p> <p>Villages of Kegworth and Castle Donington could be included in public transport improvements (for residents here to easily access the site and the Railway Station at East Midlands Parkway).</p>	<p>The Southern Area of the Site forms part of the East Midlands Freeport which has been approved by Government.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is large enough to capture these opportunities.</p> <p>The rationale for developing the Southern Area also includes the need to develop the currently vacant and/or under-utilised areas of the Site to quickly deliver on the Government’s Freeport objectives. Early delivery of employment in these areas, in advance of the existing Power Station closing, will provide the best opportunity to retain and reskill the workforce, as new green/low-carbon energy and advanced manufacturing job opportunities come</p>

Stakeholder	Summary	Response
		<p>forward as part of the Site redevelopment (see Section 7.5 of the LDO).</p> <p>The Transport Assessment, Framework Travel Plan and the Transport Note (see Appendix A4) describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking. These include provision of a shuttle bus linking the individual plots to the railway station and interchange points with public bus services; working with bus operators to improve services to the Site; creating a direct access from the east side of East Midlands Parkway to the Site; support for cycleway improvement; employing a Travel Plan coordinator to promote sustainable travel; and employee incentives to use public transport.</p> <p>A proposal from Nottinghamshire Highway Authority to require developers to provide a Public Transport Strategy has been accepted and incorporated into the revised LDO Condition 10. Bus service provision is a matter for the Local Transport Authorities and private bus operators; based on demand and resources, the LDO can only make proportionate and reasonable contributions.</p>
<p>Normanton-on-Soar Parish Council</p>	<p>Comments concern the impact the increased levels of traffic will have on all local villages and roads due to them being used as 'rat runs'. By both construction traffic and workers and would suggest that a Traffic Feasibility Study be carried out.</p> <p>Lack of public transport to the outlying villages which again suggests that there will be an increase in traffic.</p>	<p>A Transport Note has been prepared to respond to concerns raised by a number of consultees, including National Highways and relevant Local Highways Authorities (see Appendix A4), and Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to "pause" the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The Transport Note also responds to concerns regarding the potential negative impacts to local roads.</p> <p>The Transport Assessment and the Site Wide Travel Plan Framework identify the opportunities to maximise the use of public transport to access the Site, and to achieve sustainable travel mode share targets. A Public Transport Strategy is required under the revised LDO Condition 10.</p> <p>To address local concerns regarding impacts on local roads, it is proposed that the Mitigation Strategy includes the requirement to make a contribution towards a traffic management study around Ratcliffe-on-Soar, East and West Leake and Kingston-on-Soar, including Kegworth Road, Gotham Road and West Leake Lane. The contribution would assist the local Highway Authority to undertake the study and help implement its recommendations.</p>

Stakeholder	Summary	Response
Councillor Chris Kemp (Keyworth Parish Council)	There must be justification for development in the green belt and the incinerator can be expected to accelerate climate change.	<p>The entire LDO Site is within the Green Belt and it is acknowledged that development in such a location can only take place if it has been demonstrated that there are VSC that outweigh the harm.</p> <p>The VSC for allowing the Proposed Development to proceed are set out in Section 7.5 of the LDO and Statement of Reasons.</p> <p>A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation is not in itself a principal part of the VSC case, although it is supportive as an acknowledgement of central government encouragement for employment development at this location.</p> <p>The EMERGE Centre, an energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre does not form part of the LDO proposals.</p> <p>The Design Guide includes requirements to design in the context of climate change. These include accounting for Rushcliffe Borough Council's Climate Change Strategy 2021–2030; and demonstrating how smart design, material selection and low-carbon thinking has been embedded in decision making throughout the design process and for the operation of the Site.</p>

Table 7 – Responses to representatives received from neighbouring landowners

Stakeholder	Summary	Response
Winking Hill Farm	<p>Main objection is the height of the buildings and their visual impact, given the proximity to the writer's land this will overshadow their property. A visual of the viewpoint from the writer's property should be included.</p> <p>The southern and northern sites should not be treated as the same for planning purposes. RBC's essential characteristics of Greenbelts, openness and permanence, should be taken into account when considering 40 m high buildings on the southern site. The flow of the wind should be considered, to avoid a wind tunnel across the property and a green boundary should be introduced with tree planting introduced along the southern site. Concerns about West Leake Lane and issues of increased traffic.</p>	<p>The maximum height parameter has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations and following an assessment of visual impact.</p> <p>It should be noted that whilst the Parameter Plans to set maximum heights, it is not anticipated that development would completely fill this envelope.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p> <p>The Strategic Landscape Parameter Plan includes for new tree planting to be provided along the boundaries of the Southern Area, which will soften the visual impact from viewpoints outside of the Site</p>

Stakeholder	Summary	Response
		<p>and serve to disrupt any wind flows through the development.</p> <p>Any access onto West Leake Lane would be designed to meet Nottinghamshire County Council standards and would go through the S278 adoption process, including a Safety Audit.</p>
<p>Hallam Land Management (HLM)</p>	<p>Object and ask for the LDO adoption to be delayed. Whilst significant weight can be attached to the economic benefits of the LDO proposals, HLM do not believe the LDO as presently formulated is capable of passing the Very Special Circumstance test given:</p> <ul style="list-style-type: none"> • The benefit of urgency related to the Freeport initiative is weak in light of strong market demand. • The significant Green Belt harm. • The transportation harm as a consequence of inadequate assessment and inadequate mitigation. • The missed opportunity harm in not providing for HS2 East Midlands Hub station related development or New Kingston, both capable of delivering significant strategic benefits. <p>The LDO should not therefore be granted at this time.</p>	<p>A robust Green Belt Assessment is included in the LDO and Statement of Reasons, at Section 7.5.</p> <p>A main plank of the case set out in the LDO is its potential to provide significant economic and employment benefits, something supported by national government, regional agencies and emerging planning policy. The Freeport designation is not in itself a principal part of the VSC case, although it is indicative of central government encouragement for bringing forward development and support for a transition to new forms of employment at this location.</p> <p>To deliver the benefits of this to investors and the local economy, businesses should be operational by 2026; therefore, Freeport status does support the case for inclusion of the open parts of the Site in the LDO. The need to secure a transition of employment, knowledge and economic benefit aligned to the planned closure of the Power Station by the end of September 2024, rather than leave the Site vacant and economically inactive, is also beneficial.</p> <p>As outlined in a Transport Note submitted to National Highways and relevant Local Highways Authorities (see Appendix A4), Condition 6 of the LDO has been revised. This acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p> <p>The potential arrival of HS2 at East Midlands Gateway is likely to be a significant advantage for the Site and the LDO provides for a direct link and for its arrival hub, with service uses to be provided around this transport node. However, the nature of the HS2 Station and its interface with the development, as well as the timing for delivery, are unclear and it is not possible to plan with any certainty at this time.</p> <p>It would be wrong to postpone this development indefinitely pending the decisions on HS2. In any event, given that the rail interface is adjacent to the Power Station Buildings, this phase of the development will be some time after the closure of the Power Station by the end of September 2024. Therefore, at the</p>

Stakeholder	Summary	Response
		appropriate time, the LDO Parameter Plans can be reviewed in the light of any change in circumstances (see LDO Condition 1). This review mechanism is one of the advantages of the LDO and its ability to be amended to respond to the evolving policy and development context.

Table 8 – Response to Mace’s Critical Friend Review of the LDO Design Guide

Stakeholder	Summary	Response
RBC Mace Design Review	<p>The design guidance for the site takes a standard approach, lacking focus on how it relates to its context and character. Concerns are raised for the site’s landscaping, public realm, massing and uses, and access and movement.</p> <p>It is recommended that:</p> <ul style="list-style-type: none"> • A distinction is made between which designs principles are mandatory and which are suggested. • The sustainability and architecture guidance for the site’s designs be expanded. • The sites relationship with its edges and surrounding, local context and character be further considered. 	<p>As part of the evaluation of the LDO, the Council commissioned an independent Design Review of the Design Guide by Mace, a consultancy working for the East Midlands Development Company to develop their Design Guidance. Their ‘Critical Friend’ commentary on the LDO Design Guide and Parameter Plan documents has been responded to in a separate note (Appendix A7) and through revisions to the Design Guide. In summary:</p> <ul style="list-style-type: none"> • The Characteristics of acceptable uses and examples of acceptable uses have been revised, along with the criteria in Principle LU6, in order to ensure that development on the Southern Area aligns closely with the Net Zero ambitions of the vision for the Site. • Design control – changes have been made to the Access and Circulation Parameter Plan, Principle LU3 and a new Principle A10 to better define some key urban design elements, especially within Plots E and J, and ensure an appropriate provision of public realm around the Parkway Station area. • Changes to the Transport Principles to require enhanced provision for cycling, walking and public transport. • The Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I. • Updates to the Design Guide to match Strategic Landscaping Parameter Plan, showing biodiversity areas more clearly. Design Principles SL 2, A3 and A6 have been updated to encourage designers to incorporate biodiversity on-plot to support BNG delivery. • A new vision for the Site – minor changes have been made to text. • Parameter plans and guidance – Design Guide Table of acceptable uses has been amended and it has been accepted that additional controls could be used to

Stakeholder	Summary	Response
		<p>better define the permeability and sense of arrival in this area. Additional criteria has also been added to LU4 in the Design Guide.</p> <ul style="list-style-type: none"> • Land use parameter – a road and landscape buffer have been proposed adjacent to the rail line. • Infrastructure and services parameter – suggested wording changes have been accepted and criteria added to IS6 to encourage a joint approach to reducing waste. Wording in IS2 revised to require developers to demonstrate how energy demand has been reduced through design and how the opportunities for shared energy and heat have been explored. • Landscape parameter – a test and wording added to criteria SL 2 and additional Principle SL 8 added about landscaping Plot Boundaries. Additional criteria added to SL 2 for planting and landscaping within car park areas and sustainable drainage systems (SuDS) have been included. <p>How the Design Guide allows for flexibility in response to the proposed arrival of HS2 at the Parkway Station has also been set out in the Note (see Appendix A7).</p>

3.2 Local resident and other interested party responses

A total of 59 responses were received from non-statutory consultees, these include members of the public and other interested parties. To avoid duplicates in responses, feedback analysis was carried out using a method known as coding. Rather than responding to each individual, seven recurring themes were identified from the comments and are presented in Table 9, along with responses to the feedback. Details of the coding framework can be found in Appendix A3.

3.2.1 Summary of coded themes and responses

The most frequent comments included: concerns for the impact on the environment (especially at the Southern Area); loss of Green Belt land; impact of increased traffic in surrounding areas and pedestrian connectivity; and the parameters set in terms of height of the buildings.

Table 9 – Summary of responses from non-statutory consultees grouped by theme

Theme	Summary of feedback	Response
Ecology and biodiversity	<p>Concerns about the development’s impact on ecology and biodiversity was expressed by 12 non-statutory stakeholders who commented on the impact of the development on the environment, biodiversity and wildlife. Three non-statutory stakeholders specifically commented on Biodiversity Net Gain (BNG) proposals.</p> <p>Concerns included potential tree loss, tree protection and uncertainty about how the BNG will be implemented.</p>	<p>It is considered that the Site sets appropriately high expectations for design, landscaping, and BNG. Whilst it is noted that there is currently no local planning policy requirement to provide BNG, the LDO will require the development to deliver a 10% net gain. The 10% BNG therefore exceeds current RBC Policy and futureproofs in anticipation of the Environment Bill being brought into legislation.</p> <p>Condition 5 of the LDO requires developers to provide a Biodiversity Mitigation Strategy with each application for a Certificate of Compliance.</p>

Theme	Summary of feedback	Response
Green Belt	<p>17 non-statutory comments mentioned the Green Belt, 13 of which expressed concerns about the loss of the Green Belt as a result of the development and another four felt there was a lack of justification to release this area of the Green Belt.</p> <p>Comments regarding development taking place, leading to a loss of Green Belt land. A number of respondents felt that the case for developing in the Green Belt, particularly to the south of the A453, was not sufficiently strong.</p>	<p>The whole of the LDO Site is within the Green Belt and it is acknowledged that development in such a location can only take place if it has been demonstrated that there are VSC that outweigh the harm.</p> <p>The VSC for allowing the Proposed Development to proceed are set out in Section 7.5 of the LDO and Statement of Reasons.</p>
The Southern Area	<p>14 non-statutory stakeholders expressed concerns over development taking place on the land south of the A453 (Southern Area).</p> <p>It was highlighted that this land differs in nature to the built up, industrial land to the north of the A453 (Northern Area). Comments included a general query regarding a loss of this area's open, rural, countryside feel due to development, especially at the Southern Area of the Site.</p>	<p>The Southern Area of the Site forms part of the East Midlands Freeport which has been approved by government; therefore, the Southern Area should be included within the LDO.</p> <p>Such developments and inward investment that UK Freeports aim to attract are large, and the Southern Area is the only area of the Site which is large enough to capture these opportunities. The Southern Area therefore will play a key role in delivering the overall vision for the Site and forms a key element in the overall development.</p> <p>Rationale for developing the Southern Area also include the need to develop the currently vacant and/or under-utilised areas of the Site to quickly deliver on Government's Freeport objectives. Early delivery of employment in these areas, in advance of the existing Power Station closing, will provide the best opportunity to retain and reskill the workforce, as new green/low-carbon energy and advanced manufacturing job opportunities come forward as part of the Site redevelopment.</p>
Building heights and visual impact	<p>15 non-statutory consultees commented on the scale and height parameters set by the LDO for buildings on the site and their possible visual impact.</p> <p>Many felt the building parameters set were too tall for this area of the Green Belt and that it would cause adverse visual impact upon the surroundings, notably the 40 m height restriction to buildings proposed for the Southern Area.</p>	<p>The Parameter Plans establish a maximum envelope (plan area and height) within which new development can take place. The maximum height parameter has been established following a review of different buildings which have been recently constructed to accommodate large gigafactory, manufacturing and logistics operations and an assessment of visual impact.</p> <p>It should be noted that whilst the Parameter Plans set maximum heights, it is not considered likely that development coming forward would completely fill this envelope.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p>

Theme	Summary of feedback	Response
Strategic road network and public transport	<p>11 non-statutory comments raised concerns about possible increases in traffic congestion to the Strategic Road Network (SRN). Five non-statutory comments were additionally concerned with the LDO's provision for public transport, noting the Site's proximity to the railway station and park and ride infrastructure.</p> <p>Commenters noted that the current transport modelling outputs show that the proposed scheme will impact the operation of the SRN, including queuing on the M1.</p> <p>Comments raised concerns about a missed opportunity to connect the site to existing and future public transport infrastructure, such as the tram network and future HS2 station.</p>	<p>A separate Transport Note (see Appendix A4) submitted to National Highways and relevant Highways Authorities, has been provided to respond to these comments and similar from statutory stakeholders. The Note highlights that Phases 1 and 2 of the Proposed Development only has minimal impact on the SRN.</p> <p>The Note does, however, propose an amendment to LDO Condition 6 which will restrict delivery of later stages of the development until such time as a holistic transport solution has been agreed/delivered.</p> <p>The Transport Assessment, Framework Travel Plan and the Transport Note describe a package of measures proposed to improve public transport connectivity and to encourage cycling and walking.</p>
Local roads	<p>Concerns about increased traffic in the immediate and/or surrounding area of the Site were raised 32 times by non-statutory stakeholders.</p> <p>Consultees felt that if impacts to the SRN from development of the Site are not fully mitigated, there may be negative impacts on local roads, including the potential for traffic to increase on roads immediately surrounding the Site and affecting local roads in and around neighbouring villages.</p> <p>Some expressed concerns about "rat-running" through local villages as drivers may seek to avoid the possible increased congestion on the SRN, resulting in traffic displacement onto roads unsuitable for carrying large volumes of traffic.</p> <p>Issues of traffic both during construction and beyond were raised.</p>	<p>It is recognised that there are concerns regarding the highway impacts on the SRN and local road networks during peak times.</p> <p>However, due to the Proposed Development mix within Phases 1 and 2, these generate very few peak-hour trips. Therefore, the net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>As above, this has been recognised in the draft LDO using Condition 6, which acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to "pause" the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p>
HS2	<p>Seven non-statutory consultees expressed their view that the effects of HS2 should be considered in more detail in the LDO.</p> <p>Concerns raised include the potential for increased traffic on surrounding roads (during construction and operation), and the integration of an East Midlands Parkway HS2 station with the Site.</p> <p>It is also suggested that the LDO has missed the opportunity to provide for a integration with a future HS2 East Midlands Hub station which could deliver significant strategic benefits in terms of connectivity and economic growth.</p>	<p>HS2 is in the very early stages of its work to develop proposals for their East Midlands Station. HS2 is currently unable to confirm a train service pattern through East Midlands Parkway Station or to provide any details of how the existing station might be adapted to suit HS2 requirements.</p> <p>Therefore, information about the timing, nature and form of the proposed HS2 interface is not available and, consequently, the spatial requirements to allow the Site to accommodate HS2 is unknown at this time.</p> <p>Over the coming years, HS2 will develop its proposals and will be better placed to identify the impacts (if any) on the Ratcliffe site. It is expected that HS2 will work collaboratively with the Council in developing its ideas and will seek to align with the LDO where possible. If changes to the LDO are required, then the Council have the power to amend the LDO through one of the regular review stages (see LDO Condition 1).</p>
Connectivity and Public rights of way	<p>14 non-statutory stakeholders highlighted pedestrian and/or cycle connectivity and the public rights of way (PROW) as an area of concern.</p> <p>Some consultees expressed the need for further pedestrian and cycle connectivity and circulation around the Site, some focused on the lack of safe</p>	<p>As shown by the Parameter Plans and detailed in the Design Guide, the LDO maintains the PROW connectivity across the Site. The potential for localised diversions is accommodated to align with the redevelopment proposals, and Design Guide Principle T3 details design requirements.</p>

Theme	Summary of feedback	Response
	<p>footpaths and cycle ways in the villages surrounding the site.</p> <p>Consultees perceived that the number of footpaths and cycleways were not sufficient to achieve connectivity (linking the Site to surrounding villages) or encourage commuters to use sustainable modes of transport.</p> <p>Some propose direct pedestrian walkways from East Midlands Parkway Station to the Site's internal walking/ cycle network to encourage rail use rather than car dependency.</p>	<p>The LDO supports the improvement of cycleways which will service the development. However, proposed cycleway improvements require land which is outside the LDO developer's control, and therefore, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p> <p>The Parameter Plans and Design Guide show how the internal network of roads, footways and cycleways within the Site connect to the external networks to create a permeable network, including connectivity with the adjacent villages of Ratcliffe-on-Soar and Thrumpton, and the footway/cycleway alongside the A453 provides connectivity into Clifton and Nottingham.</p> <p>The LDO also proposes an eastern entrance to East Midlands Parkway station to allow direct access between the Site and the station. Design Guide Parameters have also been amended as set out in the response to the Mace Review (see Table 8).</p>
<p>Site uses and alternative uses</p>	<p>8 non-statutory stakeholders commented on the proposed uses for the Site.</p> <p>Some respondents considered that the rationale for logistics uses, given proximity of East Midlands Intermodal Park, was not strong enough, especially in the Southern Area.</p> <p>One consultee proposed that warehouse use is limited to that necessary for the manufacturing activity on site rather than the principal use, as warehousing is available elsewhere.</p> <p>Other non-statutory stakeholders proposed alternative uses including:</p> <ul style="list-style-type: none"> • A waterpark or 'Centre Parcs' type development • Permanent site for travellers or refugees • Health and sport uses such as a leisure centre, football club, hospital etc. • Camping site or travel services • Restaurant or produce growing site • Residential uses <p>Some also suggested that the buildings themselves should be used to promote greater sustainability to fulfil the green vision for the Site. This included the suggestion of requiring the installation of solar panel to the roofs of buildings, the reuse of grey water, and encouraging green walls and roofs to promote biodiversity.</p>	<p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study. There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on the Site.</p> <p>The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area.</p> <p>The alternative uses suggested by some non-statutory stakeholders are not aligned with the vision for the Site and would not fulfil the ambitions of Government's Freeport initiative or Local Policy ambition to create new, high-skill employment opportunities.</p> <p>The Design Guide, at Principles IS2 and A6, sets out a requirement to explore additional technologies that would enhance the sustainability of the development. These would be explored as detailed design progresses, and is expected to include elements such as solar PV, green roofs, and rainwater harvesting.</p> <p>The Design Guide advocates the use of solar PV and green roofs on the roofscapes of the development under design principle A3 and includes design principles around integrating biodiversity into the development in SL2.</p>
<p>EMERGE Centre</p>	<p>Three non-statutory stakeholders commented on the EMERGE Centre's use as an incinerator plant. Respondents have commented that the EMERGE Centre does not align with the green and clean energy vision for the redevelopment of this Site. They raise concerns about carbon emissions created by burning waste.</p>	<p>The EMERGE Centre, an energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre does not form part of the LDO proposals.</p> <p>As recognised in the Energy Strategy, the EMERGE Centre could potentially generate electricity and</p>

Theme	Summary of feedback	Response
		district heating which could be supplied to other buildings on the Ratcliffe site.
Energy security and closure of the power station	<p>This reflects concerns for the country’s energy security, given the current political and global context.</p> <p>Six non-statutory stakeholders commented on uncertainty surrounding the closure of the existing Power Station.</p> <p>Concerns were expressed about a possible delay to the proposed closure of the existing Power Station. Some felt the Power Station should remain operational for longer to assist with addressing the current energy crisis, but others stressed the importance of ensuring that burning of fossil fuels does not continue past the closure date currently agreed.</p> <p>Consultees require clarification as to whether the planned date of closure for the Power Station may change in light of energy resourcing. Some noted that media reports had suggested the Power Station would close later than scheduled due to the current uncertain energy supplies the country has been experiencing.</p>	<p>The UK Government’s policy is to phase out power generation from coal at the end of September 2024.</p> <p>Taking the opportunity to accelerate the phase-out of coal-fired power generation in the UK electricity system wherever possible, Uniper announced in 2021 that it would close one of the four 500 MW units at the Ratcliffe Power Station as early as the end of September 2022 – two years ahead of the government’s coal phase-out date.</p> <p>In early 2022, the Government asked Uniper to explore the possibility of keeping this unit open for longer. And following discussions with National Grid ESO, Uniper announced that it would be able to support the Government’s request and help maintain energy supply security, by continuing to make the unit available until 31 March 2023, for dispatch by National Grid ESO.</p> <p>Uniper is also reviewing the potential for operation after this time and planning to make the unit available until the September 2024 coal phase-out date, with the power station still set to close by the end of September 2024.</p> <p>Therefore, the phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.</p> <p>Section 9.3.5 of the LDO’s Energy Strategy has been revised to address energy security and resilience.</p>

3.3 Public exhibitions responses

The public information exhibition held at Thrumpton Village Hall on 16th August 2022 saw 65 attendees, including local RBC ward members and a representative from the East Midlands Development Corporation. In addition, 73 people attended the exhibition on 18th August at Gotham Memorial Hall. There was a total of 62 attendees who signed up for the mailing list to receive future updates. Whilst this was not part of the formal consultation exercise, comments and queries were collected during the exhibitions, and the main themes raised have been identified and presented, along with responses, in Table 10. These have also been carefully considered in making revisions and updates to the LDO documentation.

Table 10 – Summary of discussions at public exhibitions and responses

Theme	Summary of feedback	Response
Proposal and vision	General support for the vision and overall aspirations for the Site, particularly the Northern Area. However, other comments included:	Comment noted
	<ul style="list-style-type: none"> Concerns with closing the power station at a time of uncertain energy security 	<p>The UK Government’s policy is to phase out power generation from coal at the end of September 2024.</p> <p>Ratcliffe-on-Soar power station has capacity market agreements in place with the Government, to keep the plant available to the end of September 2024 and continues to reliably and cost-effectively generate power when it is needed, contributing to security of supply.</p> <p>Uniper has decided to end generation at the power station after it has fulfilled its commitments under these agreements and will close in line with Government policy by the end of September 2024. As such, the</p>

Theme	Summary of feedback	Response
		phasing assumptions set out in the LDO remain valid and concerns expressed about this matter do not affect the integrity of the LDO.
	<ul style="list-style-type: none"> The EMERGE Centre's and hydrogen/battery production's alignment with the Site's green vision. 	<p>The EMERGE Centre, which is officially classed as an R1 energy recovery facility, has already been granted planning permission by Nottinghamshire County Council. Therefore, the EMERGE Centre has not been included in the LDO and does not form part of the LDO proposals.</p> <p>The LDO will permit a range of sustainable energy generation uses such as hydrogen, solar and other potential sources of low-carbon energy.</p> <p>As recognised in the Energy Strategy, the EMERGE Centre could generate electricity and district heating which could be supplied to other buildings on the Ratcliffe site. This would help the Site become more resilient for energy and help meet sustainability objectives.</p>
	<ul style="list-style-type: none"> Loss of heritage merit or landmark in the demolishing of the cooling towers. 	<p>The cooling towers are approaching the end of their design life and have limited potential for economic reuse. The 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.</p>
	<ul style="list-style-type: none"> More details for each of the development plot is needed. 	<p>The LDO is a statutory designation that permits certain described types of uses, providing they meet the parameters and design criteria set out in the LDO and accompanying documents. The Council will ensure that the details submitted as part of subsequent applications for Certificates of Compliance, adhere to these parameters.</p>
	<ul style="list-style-type: none"> Queries about the Southern Area being included in the Freeport. 	<p>The Freeport is approved by government independently of the LDO drafting and adoption process, and includes the Southern Area.</p>
	<ul style="list-style-type: none"> Support for links to education institutions and provision of training facilities. 	<p>Education and training uses are permitted within the LDO and would be complementary to the commercial uses within the Site.</p>
	<ul style="list-style-type: none"> Concerns about the impact of development on the Southern Area, regarding visual impact and loss of trees and habitats. 	<p>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 mitigated, and the findings of this are documented in the Environmental Statement. This has informed the Transport and Biodiversity Mitigation Strategy and other mitigation measures required by the conditions set out in the LDO and in the Design Guide.</p>
	<ul style="list-style-type: none"> Queries about the public accessibility of the Site given its Freeport status. 	<p>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.</p>
	<ul style="list-style-type: none"> Enquiries about the community facility 	<p>The LDO allows for limited service facilities to be provided for Site users but is not intended to be a</p>

Theme	Summary of feedback	Response
	<p>opportunities for surrounding villages.</p>	<p>community or local centre for nearby settlements. Such uses would be incompatible with the Vision for the Site and contrary to Green Belt Policy.</p>
	<ul style="list-style-type: none"> Concerns about the potential large energy demand on the Site given the amount of activity. 	<p>Part of the rationale for the redevelopment for advanced manufacturing and energy generating uses is the unique potential arising from a connection to the national grid, giving excellent access to import, store and export energy.</p>
	<ul style="list-style-type: none"> Concern of complementary uses on the Site. 	<p>Complementary uses on the Site are included to make the Site attractive to investors and to meet the needs of those employed on the Site.</p>
	<ul style="list-style-type: none"> Queries regarding how the compliance process would work in practice. 	<p>The Ratcliffe-on-Soar LDO documents include Parameter Plans and a Design Guide which dictate the limits within which individual development proposals come forward. “Characteristics of Acceptable Uses” and “Examples of Acceptable Uses” have also been set out in the Design Guide to refine the standard planning classes and give further control over the type of development which will come forward on the Site.</p> <p>The process to review applications and grant Certificates of Compliance is set out in Section 4.3 and Appendix B of the LDO. The determination and delegation procedure will follow the process as set out in the Council’s constitution and it is not being treated as directly a matter for the LDO. Where powers are delegated to Council Planning Officers to review applications and issue Certificates of Compliance for those developments which satisfy the LDO criteria, Planning Officers will apply their judgement in reviewing an application and, if required, will be able to seek views from other parties to support their decision making.</p>
<p>Logistics use</p>	<ul style="list-style-type: none"> Comment that the maximum floor area permitted for logistics on the Northern Area comprises the majority of that part of the Site. 	<p>There is considerable demand for logistics development in this area, as evidenced by the recent Greater Nottingham Strategic Plan² consultation and call for sites, and Nottinghamshire Core & Outer HMA Logistics Study.</p> <p>There may also be benefit in locating warehousing uses on the Site, particularly if they can benefit from the rail siding and/or support the advanced manufacturing uses proposed on-site. The LDO seeks to strike an appropriate balance by limiting the total quantum of logistics development permissible on the Site to approximately 20% of the total permitted floor area. The LDO does not permit logistics development on the Southern Area. This limit is a maximum and it is not guaranteed that this level of logistics uses will materialise.</p>
	<ul style="list-style-type: none"> Concern that if the proposed logistics use on the Northern Area is intended to be ancillary to the advanced manufacturing uses, this is not explicitly restricted by the LDO 	<p>It is not the intention to restrict logistics use in this way. The limited proportion of logistics uses is considered appropriate given demand and will assist with the viability of the Site.</p>

² <https://www.gnplan.org.uk/media/3332950/growth-options-consultation-2020.pdf>

Theme	Summary of feedback	Response
Transport	<ul style="list-style-type: none"> The level of parking provided on site. 	<p>Car parking (including provision for electric vehicle charging) is provided for the Proposed Development in line with an assessment of potential demand and is flexible, with areas of surface parking indicated that would supplement on-plot provision and potential for additional parking to be provided within plots near to the railway station, if required.</p>
	<ul style="list-style-type: none"> Concern with impacts on local road network, particularly on West Leake Lane and Barton Lane and through nearby local villages. 	<p>It is recognised that there are concerns regarding the highway impacts on the SRN and local road networks during peak times.</p> <p>However, due to the Proposed Development mix within Phases 1 and 2, these generate very few peak-hour trips. Therefore, the net increase in vehicular trips will be dispersed on the road network. Development-related traffic on the local roads is calculated to be very small and, therefore, insignificant.</p> <p>Condition 6 of the LDO acts to ensure highway mitigation is in place before the point at which significant peak development trips are generated. In practice, this clause works to “pause” the development at a set threshold until highway mitigation has been agreed upon and/or delivered.</p>
	<ul style="list-style-type: none"> Upgrades to the local cycling network are required, including a north / south connection over the River Trent. 	<p>A link across the River Trent is beyond the ability of the LDO to deliver as it would include third party land. It is a wider piece of infrastructure that should be looked at holistically by relevant bodies, including Highway Authorities, HS2, Freeport and East Midlands Development Company. The Access and Circulation Parameter Plan includes the potential for a link to this facility to come into the Site.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the LDO’s control. Therefore, whilst the Promoter cannot deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p>
	<ul style="list-style-type: none"> Reliable public transport links are needed to ensure connections with local towns and villages (frequent buses). 	<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.</p>
	<ul style="list-style-type: none"> The proposed railway station bridge and access was viewed by the public as not being permitted as a public right of way 	<p>This detail would be subject to discussion with rail and station operators but initial discussions with Network Rail have indicated that they would view the potential for a link with the Site to be a positive measure.</p>
	<ul style="list-style-type: none"> Concerns stating that the LDO is not ambitious enough in terms of cycle access to and around the Site and the lack of cycling conditions improvements along the exiting road network around the Site, particularly given the potential for HGV traffic to increase on these roads. 	<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.</p> <p>The LDO supports the improvement of cycleways which will service the development. Proposed cycleway improvements require land which is outside the LDO’s control. Therefore, whilst the LDO cannot</p>

Theme	Summary of feedback	Response
		<p>deliver cycle route improvements, the LDO requires that a financial contribution is made to support the provision of these cycle links when they come forward.</p>
<p>Potential impacts of development</p>	<ul style="list-style-type: none"> Concerns of the potential impacts Ratcliffe-on-Soar village including traffic, road safety, flooding, location of buildings in the Southern Area, impact on footpaths and loss of woodland. 	<p>The Flood Risk Assessment and Surface Water Drainage Strategy demonstrate that there would be no impact on Ratcliffe on Soar from flooding. The Landscape and Visual Impact Assessment identifies no significant impacts on Ratcliffe on Soar and the Height Parameter Plan establishes maximum heights for buildings.</p>
	<ul style="list-style-type: none"> Concern with cumulative effects of other development in the area, including applications for solar farms and additional housing development. 	<p>The cumulative impacts of other known developments have been taken into consideration in the Environmental Impact Assessment and Transport modelling informing the Transport Assessment.</p>
	<ul style="list-style-type: none"> Number of attendees concerned about impacts from maximum permissible height of buildings on the Southern Area. 	<p>We acknowledge that there are concerns about the perceived visual impact of the heights for the buildings in the Southern Area of the development.</p> <p>The visual impact of development within this envelope, including its impact on the Green Belt, has been considered in the Landscape and Visual Impact assessment of the Environmental Statement. This has concluded that the visual impact will not be significant.</p> <p>The Design Guide which accompanies the LDO establishes a number of principles (A1 to A10) to help reduce the visual impact of the proposed buildings and ensure they are sympathetic to their surrounding environment.</p> <p>Following re-consideration of this matter, the Building Heights Parameters Plan and Design Guide Principle BH2 have been revised to set a maximum 30 metre height on the Southern Area, apart from cases where an exception is justified and then on a maximum of 20% of Plot I.</p>
	<ul style="list-style-type: none"> Environment, ecology and habitat impacts of the whole project with the perception that nothing considerable has been changed from the pre-draft LDO consultation to reflect or address this. 	<p>The Biodiversity Net Gain assessment, approach and requirement for a Strategy to come forward with applications for Certificates of Compliance, have all been developed since the initial consultation. This is set out in Section 3.3, Condition 5 and Appendix C in the LDO. The Design Guide and Parameter Plans set out the requirements for Strategic and on-plot landscaping and habitat creation and for other design measures to mitigate environmental impacts.</p>
<p>Suggestions for alternative land uses</p>	<p>Suggestions included:</p> <ul style="list-style-type: none"> Suggestion land should be used for residential instead. Suggestions the land should be used as a site for travellers. Suggestion the land should be used as an adventure centre. 	<p>The alternative uses suggested by some non-statutory stakeholders are not aligned with the vision for the Site and would not fulfil the ambitions of Government's Freeport initiative or Local Policy ambition to create new, highly skilled employment opportunities.</p>

4. Conclusion

This Statement of Community Involvement has given an account of all consultation activities undertaken during the preparation and consultation of the draft LDO for the redevelopment of the Ratcliffe-on-Soar Power Station Site.

The first round of engagement was carried out by the Council as Promoter of the LDO and took place on a non-statutory basis, aimed at introducing the LDO, providing information for local stakeholders and interested parties and gathering feedback to assist in developing the LDO and supporting documents. This took place between September 2021 to January 2022.

This second consultation, held from 21st July to 5th September 2022, was the statutory consultation required under legislation as part of the formal process of adopting an LDO. This was undertaken by the Council as Local Planning Authority and has given the opportunity for a range of stakeholders to make their views known and for these to be considered as part of the decision making process on whether to adopt the LDO as originally drafted. In parallel, a second round of Public Exhibitions was implemented in order to provide an update on how the LDO had developed and as an opportunity for interested parties, particularly in nearby communities, to make more informed decisions when making representations to the statutory consultation.

The consultation process has been instrumental in developing the draft LDO submission for the Ratcliffe-on-Soar Power Station site. The LDO is a product of a lengthy, detailed and responsive pre-application consultation process with neighbouring Local Authorities, Parish Councils, technical stakeholders and the local community.

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.

Beyond the formal consultation period, dialogue has been ongoing with statutory and technical stakeholders as and when necessary, including additional work undertaken to update the Environmental Statement and the Transport Assessment. Early engagement has been essential to resolve any planning and technical issues before finalising the LDO.

Where concerns have been raised, work has been undertaken either to amend the LDO or to 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 that have been addressed. Where amendments to the LDO have not been possible, this has been explained.

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