

**Response to Rushcliffe Borough Council****Overall**

North West Leicestershire District Council (NWLDC) welcomes the fact that the borough council and the site owners are working together to bring forward the site efficiently and making use of the Local Development Order process both to enable and to control development.

The site is key component of the East Midlands Freeport and NWLDC supports in principle proposals which will enable the success of this initiative.

**Transport**

NWLDC notes that a Transport Assessment will be undertaken as part of the LDO preparation process. The assessment must take full account of development commitments in NWLDC in addition to the proposals themselves and their effect on the capacity of both the strategic and local road networks. It is important that consideration is also given to the North West Leicestershire Local Plan Review, currently underway, which may need to focus a significant amount of development in the vicinity of East Midlands Airport and J24 M1. It is also important that National Highways, and Leicestershire County Council, Nottinghamshire County Council and Derbyshire County Council as respective Highway Authorities are fully engaged in any assessment. Leicestershire County Council is currently undertaking strategic transport modelling for Leicester City and Leicestershire. The data and underpinning assumptions being used by the Highways Authorities could usefully be shared to ensure there is a consistent basis for analysing the cross-boundary highways implications of the proposals.

NWLDC has particular concerns about the potential impact that the proposals could have on the capacity of J24 M1, and of A50, A453, A6 and A42 to accommodate further development in view of the economic significance of this locality. National Highways will be a key consultee in this regard.

Further it is noted that the proposals are estimated to generate 7-8,000 additional jobs and workforce may be drawn from the local area, including the towns and villages in the north of North West Leicestershire such as Kegworth and Castle Donington, as well as further afield. The Transport Assessment must include realistic assumptions for these commuting patterns so there is a robust assessment of the impact on the local roads serving these settlements including any risk of rat-running through such places, and the improvements which may be needed as a result, to be incorporated in the LDO's requirements. Construction traffic must also be directed away from these villages and the transportation of any waste to the site must be done in a safe manner.

The use of sustainable transport should be maximised where possible including by rail. It is noted that an option to be considered is the extension of the current tram network to the power station site. Such an extension has the potential to carry on into Leicestershire, potentially serving key economic generators at the East Midlands Airport and East Midlands Gateway. It is important that such a potential opportunity is explored as part of these considerations rather than just stopping at the County boundary.

**Proposed uses**

NWLDC notes that the vision for the site has an emphasis on innovative and sustainable businesses. Consideration could be given to how this can be controlled through the LDO and whether specifying acceptable use classes will be sufficient. As an example, the site's size, location and transport connections could make it particularly attractive for all types of strategic distribution.

The initial list of uses includes supporting uses. In view of the eventual scale of the site and number of employees, this may include uses such as convenience shopping, cafes, takeaways and gym/s. RBC may want to consider setting size parameters for these types of uses to avoid creating a new local centre which draws trade from established centres elsewhere.

## **Environmental Impact Assessment**

In addition to the above, NWLDC considers that key matters which the LDO supporting evidence must address include, amongst others:

- a robust assessment of the visual and landscape impact of the proposals, including from key public vantage points in NWL
- flood risk
- ecological impacts and the opportunities for biodiversity net gain
- air quality, including during construction
- noise.

RBC will need to satisfy itself that it has sufficient evidence on these matters to determine the content of the LDO and that the LDO itself will secure the sustainable development on the site.