

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
<b>ST07 - High Marnham Energy Hub</b>			
REF043	Consultant	<p>To take advantage of the strong grid connection, potential transport via the railway and local manufacturing skills base I would suggest the following rezoning of the former High Marnham Power Station. Note that this rezoning would see a similar electricity generation from solar and also facilitate the creation of jobs in low carbon industry and attract businesses to develop our local energy economy.</p> <p>A – unchanged  B- unchanged  C: unchanged  D: Open as a potential manufacturing zone for low carbon industries with local planning requirement for rooftop solar generation. Valid industry to include organisations in manufacturing of low carbon products in electricity, transport and heat. Could be used to attract battery manufacture, automotive, railway works or producers of solar/wind. Council to seek national grant funding to provide incentives to attract business. Possible reopening of line for freight to be discussed with Network Rail  E- unchanged</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
1193338	Resident	<p>Questionable why this hasn't been considered earlier as High Marnham was decommissioned in 2003. Very much supportive of this development with electricity links already in place and the location ideal.</p>	<p>Thank you for your comment</p>
REF111	Resident	<p>I am speaking for myself and my husband as residents of Ragnall we are concerned about what is being proposed for High Marnham and our local area, as our house is very close to the A57 &amp; only a couple of miles from High Marnham site. The A57 needs more than just upgrading the junction it also needs the traffic slowing down IE; traffic lights or a roundabout because the traffic is horrendous it can take 5-10 minutes to cross the road at times. Also the volume and speed of traffic as increased significantly recently as Collingham as a 7am-7pm weight limit on it now so a lot of traffic from Girton quarry takes a short cut through Ragnall to get to the A1 instead of going along the A57 to Tuxford to get on the A1. this road is an unclassified road, we have had some repairs in recent months but with recent weather it is breaking down again in places also its not wide enough for all these heavy goods vehicles. A very good friend and neighbour to us had her son killed on A57 3 Christmases ago how many more people have to die before something is done, also with the proposed building of houses on Cottam site it means there will be even more traffic using the A57 junction. Would the junction improvements also mean that the road through our village would be improved also because as it is now it is not of a quality for safe travel for all the extra traffic the proposal will generate. The traffic for J G Pears and the proposed site already runs 24/7 and causes sleep disturbance so if this was to be allowed we would get a significant increase in noise pollution, not to mention the increase in odour pollution that already causes distress to many.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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REF112	Resident	<p>In principle I fully support and endorse Green Energy production, (I work in the generation business) it's what the proposal really means in relation to the other developments on the site that are the key factor. I have experience of a battery storage project and fully understand the UK needs to secure electricity supply post 2025 through renewables along with other low carbon generation. I fully support the UK being self-sufficient and not reliant on interconnectors from Europe. Just for information UK demand today is 36 Gig, Wind is producing 13 Gig, Gas 9.5 Gig, Coal 1 Gig, Nuclear 6 Gig, Biomass 2.5 Gig + other. Further to my emails last night I have a few initial questions and concerns regarding the draught proposal. I feel it would be beneficial if you came to the meeting prepared to answer these and address any concerns of other local Councillors. Are we correct in thinking that J G Pears will be the main promoter / developer for the "High Marnham Energy Hub" they currently lease the site with an option to buy? This fact is important to local residents due to the fact Pears operate their current business in a reactive manner and are not proactive. For many years residents have suffered awful odour from the rendering plant, only when Pears were faced with legal action did they invest in a thermal oxidiser to address odour issues. More recently the CHP plant is the main odour abatement technology, however it's only when the EA issue corrective action plans that any improvements are carried out. Two families with children have been forced out of their homes in Low Marnham due to odour, how this can morally be right..... Can it? I have over 20 years' experience on the Parish Council, dealing with Pears constantly, the local residents' concerns are reinforced by historical factual data. Assurances need to be given, and enforced in the planning application to ensure compliance with any requirements. I have been asked by several residents for clarification of the different sections, especially "B" and "C", please could you expand on these? The closest residential property is only 300m from area B "Energy efficient business use" and 450m away from area A "Low carbon energy production" Noise from both of these areas is a major potential concern which local residents don't feel Bassetlaw fully appreciate due to the fact Bassetlaw have already issued Pears a 24/7 operating licence for the storage facility on this site. Along with this the current access to the site passes through residential areas, noise at night? Area's C, the site ceased electricity generation in 2003, the northern area of the site (Adjacent A &amp; B) was the old coal plant so little demolition works were required. As a result with the site being secure it has become a haven for wild life protected from "people" Area C, which is adjacent area D is the old site access road, this as I have previously commented is planted with trees. This is already established woodland and should be protected, along with additional planting. This would have been planted when High Marnham opened in the late 1950's so 70 years of tree growth needs to be protected. The area East of B is a flood risk area. The old power station site has quite a substantial flood bank and in the worst floods of 2000 didn't encounter and flooding (I worked on the site at this time) In the proposal is quotes: "the site promoter, who has significant experience in using energy generation and low carbon uses to minimise the carbon emissions from their current business operations"</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF112	Resident	<p>J G Pears have had major issues with their CHP plant, to such an extent that it was shut down for several months at the end of 2019. (it is less than 2 years old) It was reported that they had issues with tube leaks within the boiler. Working in the Power Industry this clearly demonstrates their lack of experience and knowledge in Power Generation and thus Pears ability to run and maintain a power generation source. These problems will (I am sure) have been caused by poor water chemistry, which is basic operational procedure of a power generation boiler, the comment "significant experience" is not justifiable. In the proposal is quotes: "Measures to ensure amenity of local communities from noise, light, glare, smell, dust, or emissions are in accordance with relevant environmental standards" From their existing site JG Pears omit odour with continuous complaints, even to an extent of forcing people from their homes. Light pollution is extensive but complaints over ruled by the needs of Health and Safety. In the proposal is quotes: "Transport and Movement a) A scheme of an appropriate scale, layout and form supported by a Transport Assessment and Travel Plan" Rather than duplicate this issue I will leave Ragnal and Dunham councillors to expand on this. I do feel that the bridge at Grassphorpe is also of major concern I have copied this to other councillors along with a few local people who care about our</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local</p>

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ST07 - High Marnham	Energy Hub	<p>local community. I am sure others will comment in a constructive manner. One final note, employment? How many local people are employed at the existing Pears site? None / ( very few to my knowledge). Manual type labour is provided by Eastern European workers. More specialised tasks are not carried out by local personnel. Solar farms, battery storage and other low carbon generation plant require very limited staff. JG Pears already demonstrate that low grade employment needs are met by foreign workers. These are facts that cannot be disputed Pears have already set a precedent. Therefore the application can not, and should not quote employment for local people.</p>	<p>Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF115	Canal and River Trust	<p>We welcome the consideration given to this site within the Local Plan, which should help to provide certainty to future developers and decision makers with regards to how this large brownfield site will be brought back into use.</p> <p>The site lies to the immediate west of the River Trent, which the Trust manage as Navigation Authority. Whilst the Draft Plan makes reference to the need for a Transport Assessment, we are concerned that paragraph 6.2.8 focusses upon the likely demands upon the Highways Network, which has the implication that alternative transport to deliver materials to the site are not being considered. The River Trent is a navigable river, which is capable of handling vessels that could deliver materials to and from the site. It provides a direct link to the Humber Estuary and associated ports. Development will require the delivery of building materials and solar panels, which may include abnormal loads which could be accommodated via the River Trent, reducing the potential burden on the local highway network. The river also has the potential to transport fuel stock to the proposed energy hub by barge, which would help to reduce the long term importation of materials to site by road. As highlighted in our response to Policy ST5, efforts to mitigate against the adverse impacts of traffic are promoted by paragraph 102 of the National Planning Policy Framework and in, in the case of larger loads, in the governments water preferred policy for the movement of abnormal loads. Correspondence from the Department for Transport to PINS highlights the policy position for the movement of abnormal indivisible loads by water, and the advisory role of Highways England. <a href="https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2018/02/wpp_letter.pdf">https://infrastructure.planninginspectorate.gov.uk/wp-content/uploads/2018/02/wpp_letter.pdf</a> Paragraph 148 of the NPPF highlights that the planning system should support the transition to a low carbon future. The use of waterborne freight can help accord with this aim, as carbon emissions by water are demonstrably lower when compared to other forms of transit, such as road transport. Research by the Commercial Boat Operators Association (CBOA), using a case study of the transport of steel by water, highlights that carbon emissions of transport by water can be 45% lower than that of comparative transport by road. <a href="http://www.cboa.org.uk/downloads/environmental_impact_report.pdf">http://www.cboa.org.uk/downloads/environmental_impact_report.pdf</a> We therefore believe that the Local Plan should require the potential of waterborne freight to be considered in any future assessment of the transport plan concerning this site. This could be done through expansion of paragraph 6.2.8 to require an assessment to be undertaken with regards to the feasibility of waterborne freight to deliver materials and fuel stock to site. Failure to take account for this could result in the potential use of this water resource being ignored, which could reduce its effectiveness in mitigating against the adverse impacts of traffic generation. Policy ST7 We therefore respectfully request that the policy is expanded to ensure that future decision makers consider the use of the River Trent to transport construction materials to the site (and to export any waste materials from the site). This could be undertaken through the expansion of part 2 (Transport and Movement) of the policy with the following suggested text "b) Consideration should be given towards opportunities to utilise the River Trent for the transportation of construction and waste materials to and from the site during redevelopment.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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REF123	Resident	<p>1. Is there no possibility that the Robin Hood rail line will extend to Lincoln given current DOT 'noise'? This could affect the development. 2. If not, the west end of area C should incorporate a car park for users of the cycle / walking track. Currently there is no place to park and the ad-hoc grass verge parking is a bit risky from the Fledborough approach when coming over the bridge. Continuing on transport – both northern and southern HGV approaches are currently far from ideal for residents of Ragnall, Fledborough, Normanton and Sutton on Trent with existing HGV traffic. More would render it intolerable.3. It would be a pity if the existing well established spinneys on the south and east boundaries of the switchyard and area B were not retained. They are substantial wild life refuges in an area not 'over-treed' (I ran the village shoot for nearly 20 years which extended over all of area D down to Sutton on Trent so know them well)</p> <p>4. Area A. Low carbon energy production. I can think of nuclear, hydro, wind, solar (area D already) none of which would seem to be an option for area A. However, there are fertile and technically ignorant minds out there so who knows? 5. Area B. Energy efficient business area. Gym? Treadmill for convicts? Perhaps not, but CO2 neutral offices or small industrial units would be welcome 6. Area C. Energy intensive land uses..... Aluminium smelter? Electric arc steelmaking? Cement works? Paper mill? Pottery factory? I don't think so. What we all fear is another stinking, noisy rendering plant as per existing..... Remember North/South Clifton school is downwind at about 1250m and the long-suffering (JGP blighted) residents of High Marnham even nearer when a north wind blows.</p> <p>7. Suggestion - why not some housing to provide 'walk-to-work' employment. Winners all round. May I ask who is the promotor? Strawsons – OK. JG Pears – we fear the worst!</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF139	Resident	<p>I have read the Draft Bassetlaw Local Plan. I am supportive of the council looking for opportunities for low-carbon and renewable energy development opportunities, however any development opportunities must not be taken at the cost of safety, health and well-being of local people and the preservation of the local environment. As a resident of Ragnall I am particularly concerned about the following sections relating to site EM007 and policy ST7 (pages 55-58): "The Bassetlaw Transport Study: Part 29 sets out recommendations for transport mitigation measures. These include capacity improvements to the A57 junction at Dunham on Trent/Ragnall crossroads. A Transport Assessment will provide a more detailed assessment of the impact of development on the highways network." "Transport and Movement a) A scheme of an appropriate scale, layout and form supported by a Transport Assessment and Travel Plan, and advice of the Local Highways Authority, which further details: i. Contributions towards improvements to the A57 junction at Dunham on Trent/Ragnall crossroads;ii. That vehicular traffic generated by the development, including lorry movements can be safely accommodated." These sections suggest that the council intends to allow the increase the volume of traffic, including more heavy vehicles using the road through Ragnall, with the development of a High Marnham energy hub. This raises serious concerns for the safety and health of residents due to road safety and air quality impacts. It also impacts upon amenity of residents due to noise and smell associated with increased industrial traffic. A further increase in industrial traffic is unacceptable in this situation. For these reason I object to these draft plans. I would expect the council to prioritise the safety and health of residents and the impact on residents daily lives in consideration of any plans, and to revise the local plan to prevent these serious negative impacts upon residents. I look forward to reviewing the revisions to this plan, and will be as actively involved as required in helping the council maintain focus on the safety, health and best interests of residents, so please keep me updated.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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1195350	Resident	<p><b>TRANSPORT &amp; MOVEMENT</b></p> <p>Whilst it is mentioned in the Policy a Transport Assessment and Travel Plan will be conducted with improvements at the junction with the A57, it has be considered that this junction is the first access into Lincoln, after Newark &amp; Gainsborough. With proposals of increased housing at Cottam, this will additionally impact also on the access across the River Trent, with potential traffic delays at Dunham Bridge also at this junction is an infant and junior school. This is a rural school and services the villages of Dunham, Ragnall and Fledborough. Most families have to drive their children to school because of the distance from their homes and there currently is no pedestrian crossings. During school start and finish times and times and when parents visit school for other events, a good stretch of this road is blocked on one side by parked vehicles. Currently there is no alternative for them. Warehousing usually employs high numbers of staff, adding this to all the additional traffic generated by suppliers and customers will certainly lead to an overall steady stream of vehicles accessing the B8 site. Without a doubt this will put further pressures on the existing road systems in this area and surrounding areas. It's also worth noting here that already the route from this site to the A57 has very regular traffic (HGV's and slow moving tractors) operating 24 hours from JG Pears at Marnham and used regularly by other HGV's wanting to take a short cut from the A1 to the A57, there are further burdens when the A1 is closed and alternative traffic routes are sought by road users. Along this route particularly in Fledborough there are tight corners and properties with accesses on blind corners .</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
1195851	Resident	<p>I oppose the plan to develop High Marnham power station site. Road access is poor using narrow lanes. Any increase in traffic level is a backwards step. The proposed use seems to have appeared from thin air to benefit only one company. Little to no consideration seems to be paid to anyone who lives near any of the large housing developments or the Marnham "power hub"</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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REF193	Residents	<p>employment land. This has been calculated as a future requirement of 63.0 ha with higher need under scenarios subject to strong performance in transport and distribution. 3. Whilst the Local Plan might want to pursue a growth strategy, policies ST6, ST7, ST8 and S98 collectively allocate some 302.98 ha of employment land which is some 4.8 times larger than the evidential requirement. The plan suggests that 199.60 ha of this is in strategic inward investment. 4. There is no evidence submitted to demonstrate that there is a need to allocate land that exceeds the need put forward in the Bassetlaw Economic Needs Assessment. In the absence of any cogent or substantive evidence underpinning the Local Plan for the period 2018 to 2037; this does not justify the allocation of inappropriate or unsuitable sites. As such there is no unmet strategic employment need requirement to justify the allocation of site EM007. 5. Even ignoring the two strategic sites in Policy ST8; policy ST6 allocates 103.38 ha which far exceeds the identified future requirement of 63.0 ha. Removal of the 38.4 ha site at HighMarnham would still leave 64.98 ha under Policy ST6 which meets the future need identified; with the 199.60 ha of land in Policy ST8 as additional buffer for strategic inward investment.6. The Bassetlaw Economic Needs Assessment identifies in Table 17 that the High Marnham site is “Not in a commercially attractive location.” As such the evidence underpinning the draft Local Plan does not support the allocation of this site in terms of quantum or location. In fact the Bassetlaw Economic Needs Assessment concludes the policy recommendation as being: “Not included in supply.” Despite this the Local Plan allocates the site.7. Paragraph 6.1.14 of the draft Local Plan states: “In addition, Policy ST6 makes a positive policy intervention to ensure the regeneration of two former coal fired power stations sites at High Marnham and Cottam. Their closure directly affects employment in the rural area, and indirectly affects local supply chains. New employment land is regarded as essential to support those local communities and make best use of these significant brownfield sites in the longer term.” However this statement is misleading, High Marnham power station was decommissioned in 2003 some 17 years ago and the main demolition took place in 2004 and 2006; the cooling towers as the final structures were demolished in 2012 some 8 years ago. According to BBC News the power station only employed 109 people prior to closure and it has provided no employment now for 17 years. Accessibility8. High Marnham represents a poorly accessible location, the power station was sited there for operational reasons needing to be next to the river. Like most of the coal fired power stations it was connected to the rail network which was used for the delivery of coal. It had direct rail connection to most of the collieries in North Nottinghamshire. 9. The site no longer has a rail connection, although the High Marnham Test Track which houses Network Rail's ‘Rail Innovation &amp; Development Centre’ (RIDC) runs to the western side of Ragnall Road. The Test Track doesn’t connect to the national rail network, although through use of the mineral line for the former Thoresby and Bevercotes Collieries it can connect to the Robin Hood Line at Shirebrook. The former railway trackbed eastwards from the site across the Fledborough viaduct over the River Trent, through Clifton to Doddington &amp; Harby forms an off-road part of National Cycle Route 647 which is part of the National Cycle Network. 10. The site entrance gate is 3.5km from the A57 along a ‘C’ classified road; this route takesvehicles through the villages of Fledborough and Ragnall. There is a 6.1km route westwardsalong a ‘C’ classified road to the A6075 past the Tuxford Academy but this has a low bridge height limit of 4m. The A1 is 7.9km south of the site entrance along a ‘C’ classified road; however this route takes vehicles through the villages of Grassthorpe, Sutton on Trent and Carlton on Trent; including a narrow bridge over Grassthorpe Beck which is susceptible to regular flooding. The only large settlement within 5 miles of the site is Tuxford, otherwise Retford is around 10 miles away, none of the villages within this part of Bassetlaw provide any sizeable populations; as such it is poorly related to locations where people will live.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. 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REF193	Resident	<p>11. The Bassetlaw Economic Needs Assessment discounts sites at Markham Moor which are significantly closer to Tuxford and Retford for being: "some distance from nearby labour supply." The proposed allocation is even more remote from the local labour force. 12. The site cannot be reached by public transport, the nearest bus stop is at Gracefield Lane in Normanton on Trent some 1.7km from the site access and some 2.5km from the centre of the site. This bus stop is only served by the 37A service which provides a school time service only to/from Newark; the 40 service which provides a school time service only to/from Tuxford; and the 339 infrequent daytime service which only links to Tuxford and South Muskham. This latter service does not run at peak hours so is unsuitable for most employment uses.13. The site is not within walking and cycling distance of local settlements where any sizeable amount of housing exists. As such employment on this site would be entirely dependent upon the use of private vehicles for employees and the use of HGVS or vans for deliveries etc. 14. The proposed allocation therefore does not reflecting the spatial strategy, and undermines the attempts of the spatial strategy to achieve the most sustainable pattern of growth. The Local Plan claims that the focus will be on developing land for major new employment uses in sustainable locations. The proposed High Marnham allocation is in an unsustainable location. The Local Plan through Policy ST7 does not propose any measures to improve the accessibility of the site by sustainable modes of transport. 15. The site could be regenerated as a renewable energy generation hub without the need to locate B1, B2 or B8 businesses. It could also operate for rail related purposes with a short connection to the existing Rail Test Track. 16. Previously promoted large scale sites in similar remote locations such as the former Bevercotes Colliery (Vertical Park promoted by Gladman) have not attracted any interest and remain vacant. This site despite previously having planning permission appears not to have even been assessed in the Bassetlaw Economic Needs Assessment The site will offer employment but in a location the evidence says is remote from the labour supply as such the economy and skills criterion is over scored. We consider that the proposal has a 'mixture of positive and negative effects'.19. In terms of accessibility to public transport the SA incorrectly says that part of the site is within 400m of a bus stop. As identified earlier the nearest bus stop is at Gracefield Lane in Normanton on Trent some 1.7km from the site access and some 2.5km from the centre of the site. This bus stop is only served by school and infrequent daytime services which are unsuited to employee use. As such transport will have a 'significant negative' effect. 20. In terms of climate change although the site is proposed to generate renewable energy, as an employment location the site is not accessible by public transport or other sustainable means of transport. It will be wholly reliant upon use of the private car and HGVs as such as a location it will result in transport movements that contributes to harm to climate change. Consequently we consider that the proposal has a 'mixture of positive and negative effects'. 21. In terms of landscape the site is prominent being in the Trent valley, it is particularly prominent from South and North Clifton to the east; as well as from High Marnham and Fledborough. The site is highly visible from the National Cycle Route 647 and the Fledborough viaduct over the River Trent. The policy sets outs no specific mitigation measures for mitigation from all of these viewpoints as such the allocation would have a 'negative' effect on the landscape. Conclusion 22. Consequently the proposed allocation would fail the tests of soundness as explained earlier and it would not constitute sustainable development. Change Requested23. Delete the proposed site EM007: High Marnham Energy Hub for employment.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF198	Consultant	<p>Policy ST7 page 57 This is to be supported and encouraged with whatever means the LPA have at their disposal.</p>	<p>Thank you for your comment</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST07 - High Marnham	Energy Hub		
REF201	Severn Trent	<p>Whilst Severn Trent is supportive of the general principles and the inclusion bullet point 3.c) “the protection of water quality of the River Trent;” the plan does not provide any mention of the drainage hierarchy. The site is situated adjacent to the River Trent therefore the need to connect surface water to the foul sewers should not be required, this is a key element of ensuring that the development is sustainable and resilient to the future impacts of climate change etc. Recommended wording for the considerations are covered under our response to the Bassetlaw Garden Village.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF203	Residential	<p>Thank you for the opportunity to comment on this development. I would like to begin by endorsing all the comments made by the previous correspondents. It seems natural to exploit the assets which this site already has.1. Because of the electrical apparatus left behind by the Power Station, it would be easy to adapt the area for a Solar Farm and Large Scale Electrical Battery Storage when that Technology becomes available. 2. At the same time, the cycle way along the disused railway line and the adjacent woodland [ Area C ] could be enhanced as a local amenity in a manner like the Monsel Trail in the Derbyshire Peak District. At present, there is limited access with extremely poor signage and no publicity about this facility. There is no car park and a very hazardous road to cross. This could be combined with the Common Land [ Area E ] as a Park for walking, cycling and horse riding ; I am aware that the area along the River Trent is already in use as a Water Ski and boating area.3. Nevertheless, I feel that I should draw your attention to the potential Health Risk emanating from the site of the old Ash Plant Site and the disturbance of that site. There is a body of Medical Evidence about the Risks to Human Health from Coal Ash and the need for its safe disposal.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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<b>ST07 - High Marnham Energy Hub</b>			
REF222	Notts CC	Strategic Highways Part C, 2, a), (i) The A57 junction improvement should be secured as part of the development rather than by way of a contribution. Part C,2. A fourth bullet point is needed to address pedestrians, cycling, and public transport.	The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny
1196681	Resident	The proposals for developing this site at the former High Marnham Power Station are commendable with its aim of producing a low carbon economy. However the source of the energy that would be produced is not specified and the implication is that materials would be brought from elsewhere, therefore increasing the commercial traffic on routes that are unsuitable, being narrow and winding. This site would only be viable if there was a dedicated new access direct to the A1 which did not impact on small rural settlements, north and south, reducing the their quality of life. Improving the junction of the A57/ and Main St, Ragnall is not the answer.	The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny

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ST07 - High Marnham Energy Hub			
REF237	Resident	<p>Why would you rob local residents of the chance to protect themselves? By enshrining into policy a plan for this site that includes so many elements. Solar Low Carbon Energy Production B1 B2 &amp; B8 You give “the prompter” a free pass, to burn, build, transport, disturb, and disrupt the lives of local people. If the scheme is off such merit “the prompter” should be invited to submit an application for planning permission which can be scrutinised, discussed and debated by elected officials with the welfare of their electorate at heart. It should not be the role of the council to further the commercial interests of one company. Locally it is believed that the prompter is J G Pears – a company who are reviled for their lack of care and consideration for their neighbours. Pears applied in 2015 to build a CHP plant, burning chicken litter, at their exiting site at Low Marham. The application was denied permission by Bassetlaw; the subject of a planning appeal and eventually submitted to the Secretary of State for a decision. At the time local people were horrified and galvanized into campaigning against the plant. Subsequent planning applications, including a recent one at the High Marnham site, also attracted objections. This proposal makes reference to “Low Carbon Energy Generation” – yet the fuel isn’t stipulated. Whatever the fuel, it will be trucked to site – along road described in your own research as unsuitable in trucks burning diesel. We are not comforted by the promise of a Transport Assessment as statutory consultees only ever consider the application before them and not the cumulative impact caused by a now sprawling industrial plant in the heart of the countryside. 330 vehicles passed our home in a 24 hours period one day last week, 114 of these were HGVs. The site is lovely. It’s been allowed to re-wild since the demolition of the power station. The deciduous avenue of mature trees along the drive on the site is such a joy and rare in this intensively farmed area. Surely a range of housing would be a better use of this site. I urge you not to rob us of the ability to protect ourselves.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF254	Resident	<p>Generally supportive. We are in favour of environmentally friendly and sustainable development. If this site has to be developed at all, we applaud the Council for identifying these type of activities as suitable. Some specific comments: 1. Must avoid diluting the ambition by granting any type of heavy/polluting industrial usage on the site. The reference to the type of businesses using the green energy production should be clarified to make it clear what type of business is being referred to. 2. The plans must be sensitive to the limited local infrastructure, including narrow country roads. Local concern about increased traffic are valid. Can the site be encouraged to have some local amenities? 3. Council should consider independent advice and/or verification of the green credentials - eg from an appropriate NGO.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub		
REF258	Environment Agency	We'd like to see a bullet point added under section 1 'Good Quality Design and Local Character' which clearly states the requirement for 'the comprehensive remediation of any contaminated land in accordance with relevant environmental standards'. We feel that this change is necessary given the current and historic use of the site.	The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny
REF263	Resident	My comments will focus on: the proposed Energy Hub at High Marnham; the impact of the Cottam housing development traffic; Energy Hub traffic within our parishes and I believe, a couple of errors in the plan. Energy Hub Recognise it is necessary to attach a planning framework to this site in order to control planning applications, but this site offers so much more. It is a terrific opportunity for BDC to do something really positive in an area that feels both forgotten and let down by Bassetlaw, particularly with the history of handling of JGPears. The east side of Bassetlaw has very little in the way of public amenities: following your green energy theme, you could make the site a wildlife sanctuary with a car park for those wishing to walk the area and for those wishing to walk/cycle the wildlife corridor which runs adjacent to the site. There could also be another car park at the river side to allow public access to the River Trent. The only other parking currently available is for fishermen at Dunham Bridge (approx. 5 cars) and 4/5 miles away. One suggestion could be to broaden your horizons and consider an Energy Village not just an Energy Hub. By doing this you could incorporate both housing, employment and leisure activities. Referring to the current plan for the site it strikes odd that you place an industrial site right next to the wildlife corridor identified in the plan. Surely there should be a green buffer belt running the length of the track to allow the wildlife to flourish? There would then be a green 'circle' around any 'hard' development in the centre of the site. Then the current industrial area identified on the map (blue) wouldn't be under water as it is now, plus it would 'hide' the uglier developments of industry. However the involvement of Pears with the site strikes a worrying and fearful note in the hearts of local residents. Sadly we have suffered for years with this company. The headings in your proposal of* Low carbon energy production and storage creating an energy hub plus*Energy efficient business uses plus*Energy intensive land uses harnessing power and heat from the energy hub Sounds like heaven for Pears - through their actions and their representatives have shown an arrogance borne from confidence that whatever they apply for will be granted, regardless of the cost to the local surrounding communities. What a stitch up! It is so vague as to allow any kind of development so long as it taps into the energy hub. This must be tightened up so as to stop a) anymore Pears/odorous businesses developing and b) more heavy traffic related to these businesses. The best energy hub for the local residents would be to have solar panels and battery storage. This would not add smell, dust, light, glare, noise or emissions pollution to the area nor significant traffic to an unclassified road. Marnham is a Key Council Plan priority however the Draft Local Plan doesn't even list Ragnall crossroads, a junction that will be significantly impacted by this development, as part of Bassetlaw Infrastructure Delivery Plan ST49. There are 12 projects listed, yet not one of them supporting this Key priority and there have been two fatalities at these crossroads in the	The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny

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ST07 - High Marnham	Energy Hub		
		last 3 years. Bassetlaw DC appear to have looked at a site and only at the site. Marnham on the face of it, offers a brownfield development but that's as far as it goes. As you are aware, the land is contaminated and may have landfill, has sand/gravel/limestone on site, is within 100 metres of a wildlife site, some distance from local services, and has part of the site in Flood zone 3 and 2. It is in a rural setting, served by an unclassified road where traffic going north would travel through four small agricultural hamlets. Traffic going south would pass through Grassthorpe and have to cross the completely unsuitable bridge. Not the best place for a significant Energy Hub without meaningful changes to the proposals outlined in the Draft Plan. West Burton power station site served by the close proximity of an A road offers a far safer, more acceptable and more economical solution to an Energy Hub centre. The site has direct connection to the national electricity grid from the high voltage electricity infrastructure on site.	
REF263	Resident	Traffic in Dunham, Ragnall, Darlton and Fledborough will suffer badly with additional traffic based on the Large Rural Development at Cottam and the Energy Hub. The unclassified road running north/south at the crossroads is already used as a rat run to the A1. Large agricultural vehicles have to use this road to access farms and as already expressed, we have the added heavy goods vehicles associated with JG Pears. Over 110 lorries used the road in one day during the 'quiet' month of February. Parts of Dunham, Fledborough and particularly Ragnall villages already experience high heavy goods traffic 24/7. The B8 designation of the site encourages distribution so more traffic: this has got to be limited or better still eliminated. If the Energy Hub was to be developed then there should be a new road built avoiding Ragnall where a relatively recent death occurred on the bend. At the bend, most traffic crosses on to the wrong side of the road, especially lorries. What is needed is the creation of a safe junction whereby traffic can enter and exit the A57 and avoid this hamlet altogether. In other words a new road that would reflect the value of investment and high profile Bassetlaw are giving this Marnham site. And this new road would have to be built before the site was developed. The villages of both Darlton and Dunham would experience increased traffic from the site, and worryingly traffic going directly north would pass the already mentioned local village school. Traffic going due east and west has already been mentioned in relation to Cottam. Very worrying times for our communities.	The allocation of High Marnham for renewable energy and employment development makes a sensible use for a former power producing site. The development of the site will be controlled through the preparation of a Local Development Order. The impact of traffic from the site will be assessed through the preparation of the masterplan when the type, use and level of proposed development has been agreed. NCC Highways will also been a stakeholder in the preparation of the masterplan.
REF273	Anglian Water	Policy ST7: Site EM007: High Marnham Energy Hub Policy ST7 as drafted cross refers to employment proposals on the above site meeting the water efficiency standards specified in Policy ST45 of the Draft Plan. Policy ST45 of the Draft plan states that development proposals should meet the optional higher water efficiency standard and water re-use measures should be included in development proposals wherever possible. However the water efficiency standard relates to residential development proposals as such it is unclear what standard for water efficiency is being sought. Consideration should be given to setting out a specific standard e.g. BREEAM for employment proposals in Policy ST45. In addition reference could be made to an integrated approach to water management as suggested for the Bassetlaw Garden Village policy.	The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny

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<b>ST07 - High Marnham Energy Hub</b>			
REF282	National Trust	<p>National Trust supports in principal the concept of redeveloping the former High Marnham Power Station to create a green energy hub, bearing in mind its existing grid connections and contaminated status. However, this is subject to the development being of an appropriate scale in order to keep impacts on the neighbouring hamlet, road network, landscape, heritage and the River Trent within acceptable limits. Bearing in mind the relative isolation of the site, and depending on whether any green travel arrangements can be secured, it may be appropriate to restrict the size of the 'business area' as B1 type office use is typically high employment density and is generally more suited to urban areas. Part 1(b) of the policy states that the scheme should not result in an increase in flood risk to this site or land elsewhere. As parts of the site are within Flood Zone 3 it may be appropriate to go further and explore whether there is any opportunity to incorporate flood betterment, helping to alleviate flood risk elsewhere on the River Trent corridor. Part 3 of the policy refers to protection of a Local Wildlife Site and a landscaping scheme to avoid significant adverse effects. However, there is a clear opportunity for this to be an aspirational scheme and to deliver biodiversity net gain.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF283	Resident	<p>ST7 56 6.2.8 Although junction improvements on the A57 at Dunham crossroads are anticipated, no account is taken of the impact on the inadequate road through Ragnall village. An alternative would be to extend northwards the existing HGV route to the nearby JG Pears plant at Low Marnham, which would avoid disturbing any other communities.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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<b>ST07 - High Marnham Energy Hub</b>			
REF293	The Wildlife Trust	<p>It is stated that development of this site will 'be sensitive to the Fledborough to Harby Local Wildlife Site on the site which should remain outside the developable area, as well as the adjoining Old Trent Local Wildlife Site. Their nature conservation interests must be preserved during and post-construction.' Local Wildlife Sites are afforded protection due to their substantive nature conservation value. Their selection takes into consideration the most important, distinctive and threatened species and habitats within a national, regional and local context, making them some of our most valuable urban and rural wildlife areas. We are of the opinion that it is not sufficient to just protect the LWS. We advocate significant buffering to enhance its wildlife value. Planning application 19/00818/FUL was accompanied by a Preliminary Ecological Assessment (BSG ecology 2019). Section 4.5 states 'the wider survey area (former power station site) has potential to meet the criteria for open mosaic habitat on previously developed land (OMH)'. This is a Habitat of Principal Importance under the Natural Environment and Rural Communities Act 2006. Section 41 of The Act requires the Secretary of State to publish and maintain lists of species and types of habitats which are regarded by Natural England to be of "principal importance" for the purposes of conserving biodiversity in England. Section 4.6 states 'The site itself shows limited spatial variability, mainly supporting ephemeral short perennial vegetation / sparsely vegetated bare ground and hard standing. It is not assessed to form a particularly important area of habitat given the abundance of this type of habitat within the context of the former power station site; however, it does form part of the wider OMH habitat component'. It is recognised therefore, that development of this site will result in a net loss in the extent of this habitat. Any development of the site would need to consider and evaluate the OMH habitat.</p> <p>The associated landscaping schemes of the proposed development should use native species, preferably of local provenance, and create/restore habitats found within the Trent corridor, especially habitats that are a priority in the Local Biodiversity Action Plan.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF300 -	Natural England	<p>We welcome section 3 of the policy wording which protects ecological interests and makes provision of a multi-functional green infrastructure network.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub		
REF322	Resident	<p>1. As a member of the local community, I feel that that any buildings / development in the proposed Energy Hub are not merely hidden behind a green area, but utilise the latest environmentally and eco friendly building design and material availability to ensure once completed the Energy Hub does not detract from the visual appeal of the rural area in which the communities are situated and which for many community members is the reason for living in the area. Any buildings should not breach the height of the proposed Zone E area as per point 4 below and should be kept to a minimum of 4 storeys tall, for all planned or future buildings. 2. Any proposed business operation should not be granted permission to neither draw water from or discharge effluent into the adjacent River Trent. 3. The area designated as Zone C in figure 12 below is designated for use by Energy Intensive Land Uses harnessing power and heat from the energy hub, Zone C however; 3.1. Includes the Local Wildlife site (ST36) as indicated in the figure below and with reference to and taking into account Policy ST34, point 6.266 of the Sustainability Appraisal Report for the Bassetlaw Local Plan ; My concern is that, although mentioned to the contrary in 6.2.9, unless clearly stipulated in the plan, if allowed, Zone C would effectively be allowed to override the Local Wildlife Site designation and therefore destroy the Local Wildlife Site, which is an area that is home to many animal, bird and wildlife species that were not present whilst the High Marnham Power Station was in operation. 3.2. Is positioned directly alongside the well utilised Fledborough to Harby disused Railway Line, a Zone C area would discourage the community from utilising the from the disused railway line, in this regard and with reference to and taking into account Policy ST34, points 6.265 and 6.267 and ST35, point 6.272 of the Sustainability Appraisal Report for the Bassetlaw Local Plan, at the minimum the area of the designated Local Wildlife Site should be extended from it's current width and length to a minimum width of 100m / 330 ft and a length that includes the entire length of the proposed High Marnham Energy Hub situated alongside the Fledborough to Harby disused Railway line. This is indicated in the figure below. 4. In addition to the extension of the Local Wildlife Site, there should be an area designated to Zone E between the proposed Extension and Zone C and around the perimeter of the site as indicated below 5. Further thought needs to be given to the inclusion of a carpark in the proposed Hub for the users of the Disused Railway Line, there are residents in the surrounding communities who do not use the line as a result of poor parking availability and the associated dangers of parking vehicles on a main road. 6. As a result of existing heavy industry close to Low Marnham the volume of heavy traffic heavy traffic along the Fledborough road is already a safety and noise concern and risk to local residents utilising the access roads to High Marnham, Low Marnham and Normanton on Trent, therefore access to the High Marnham Energy Hub should be limited to the existing road utilised to access the High Voltage Yard and should not be allowed to positioned further along the road towards High Marnham (see figure below), 7. All buildings and business operations should at the very least be required to be Zero Net Energy Users and preferably produce an excess amount of energy from there operations. Further due consideration could be given to ensuring that the Energy Hub is a net energy generator, meaning that the sum of the energy balance equation of all existing and new/proposed businesses need to ensure that the Energy Hub does not draw energy from the National Grid in any way, but that the Energy Hub is self-supportive as far as energy is concerned. 8. There is already low use activity on the site and the exact classification of this usage is not know in terms of the development zonal classification (Zone A – Zone E) as found in section 6.2.5. or in terms of Economic Use classification B1, B2 or B8 as detailed in Policy ST7. Any potential development in this area will need to assess current activity on the site to ensure adherence to the classifications mentioned above. 9. The Hub needs to be designated as a zero emissions site for waste, noise and smells. 10. To align to policy ST41 and ST 42, particularly referencing Sustainability Appraisal Report for the Bassetlaw Local Plan points 6.289 and 6.294, an area could be developed for use by Scout, Cub and Brownie packs operating out of Normanton on Trent and other Bassetlaw villages close to the Hub, for example a scout activity ground, a permanent headquarters for meetings, activities and equipment</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub	<p>storage. Potential could also be explored for allowing access to the River Trent via the Hub for water activities for these groups. Local Schools could also benefit from such a youth-based activity area. (Depicted in Figure Below).</p>	

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST07 - High Marnham	Energy Hub		
REF323	Consultant	<p>. 1.4 The site is a major previously developed site with a lawful use for employment purposes. Planning permission was recently granted at the site for erection of a storage building (application reference: 19/00818/FUL).1.5 Emery Planning previously made representations on behalf of our clients to the Draft Bassetlaw Local Plan Part 1: Strategic Plan for the period 2018 to 2035 promoting the site as a major previously developed site with potential to be developed for employment purposes.1.6 Since this time various correspondence and meetings with the planning policy team has culminated in the allocation of our client's land interest under Policy ST7 - High Marnham Energy Hub. We welcome this allocation and look forward to working with the LPA to secure delivery of this site. We are also in communication with the land owners, E-on, who have advised they are also supportive of the allocation and will be making separate representations to that effect. This joint commitment to the delivery of the site as allocated serves to provide certainty that it can be delivered and assist the Council in meeting its aims and objectives as set out through the Plan.1.7 Having reviewed the document as a whole, together with the supporting evidence base, we would like to support the strategy put forward and welcome the Draft Plan which plans positively and proactively for the future of the District to ensure the delivery of sustainable development.1.8 In our view, the Plan as presented is fundamentally sound and provides clear and evidencedjustification for the strategies and objectives included which are consistent with national policy, particularly with regard to the reuse of previously developed land and the transition to a lowcarbon future.1.9 Notwithstanding the above, we reserve the right to make further representations, including oral representations to the Examination in Public, if so required. 2.12 Paragraph 6.2.1 of the Plan highlights that "Supporting its [Former High Marnham Power Station] comprehensive redevelopment is a Local Plan objective and a key Council Plan priority" this is welcomed and supported by both our clients, who have a leasehold and option interest in the site, and the land owners, E-on. E-on's representatives at Cushman &amp; Wakefield have written separately in support of the site's inclusion as an allocation in the Plan. This joint support of the allocation helps to provide certainty as to its future delivery. 2.13 The allocation of this site is in line with the NPPF's encouragement of LPA's to identify suitable areas for renewable and low carbon energy sources and supporting infrastructure, where this would help secure their development (NPPF, paragraph 151)</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub		
REF323	Consultant	<p>. 2.14 We would support the comment that the site provides a unique opportunity to support this expanding market given its optimal location: with direct connection to the national electricity grid from the high voltage electricity infrastructure that remains on site. This is further supported by J G Pears own direct grid connection from their nearby combined heat and energy (CHP) plant at Low Marnham, which currently inputs surplus energy into the grid, but could potentially be harnessed directly by future development on this site. 2.15 The allocation also serves to meet a priority of the D2N2 Strategic Economic Plan and emerging Local Industrial Strategy. 2.16 At paragraph 6.2.5 we would suggest that the word 'only' in the first sentence "... employment uses in the renewable and low carbon sector only, such as battery and data storage, and associated power generation" is superfluous and should be removed – the aims of the policy are clear and any development proposals would need to demonstrate their low carbon/renewable credentials as part of any planning submission. Likewise, we would suggest the requirement for proposals to be 'fully compliant' in the second sentence "Proposals must also be fully compliant with the principles and zoning set out in the masterplan framework for the site" is unnecessarily restrictive as there would be no harm arising if uses compliant with the aims of the policy were to come forward within the previously developed part of the site but outside of the 'zone' locations identified in figure 12. In such a case each application should be considered on its own merits in accord with the relevant material considerations. 2.17 The reference made at paragraph 6.2.10 with regard to integration of proposed development into the wider landscape is noted and initial landscape work undertaken on behalf of J G Pears by Randle Thorp, Landscape Architects, has concluded that the site as a whole is very well screened from the wider landscape with only very limited views into it. For information a photograph of the site with operational and historic and present aerial photographs, together with a copy of the photographic study of the site and local area prepared in support of the recent planning application for the storage building is provided at Appendix EP1 and EP2. 2.18 Given the scale of the site as a whole it is considered opportunities for biodiversity net gain will be able to be harnessed in line with local and national policy requirements at the time of any application. 2.19 The requirement for a project level Habitats Regulations Assessment (HRA) screening to determine potential impacts on the Sherwood Forest ppSPA is noted. As is, the requirement for developers of the site to contribute to necessary infrastructure works. At present these are considered likely to be primarily limited to road improvements at the A57 junction at Dunham on Trent crossroads and possible water supply improvements. However, it is noted there is an established mechanism for developers under the Water Industry Act 1991 to pay Anglian Water directly to supply water to their site. 2.20 The inclusion of the Former High Marnham Power Station site as a strategic employment allocation is strongly supported by both J G Pears as lease and option holder and E-on as landowner. This is a major previously developed site and we welcome the recognition of the LPA that its development would be in full accord with the aims of the NPPF to make best use of land and deliver sustainable development. 2.21 The overall positive approach to the delivery of the site for employment purposes within this and the next plan period, is welcomed and it is considered that J G Pears is well placed to support the initial development of the site as specified for uses within the renewable energy and low carbon sector.</p> <p>2.22 The requirement of the policy for a comprehensive masterplan to be produced is noted and supported. However, it is also important to acknowledge that the timing of production of such a masterplan, indeed, also the timing of adoption of this Local Plan, should not prohibit planning applications which are compliant with the principles of the Policy and overall objectives of the Plan coming forward on this brownfield site prior to adoption.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham Energy Hub			
REF324	UNIPER	<p>ContextUniper own and operate the Cottam Development Centre (CDC), a combined cycle gas turbine centre power station with a generating capacity of 435MW. The site extends to 7.2 hectares and adjoins the former coal fired power station operated by EDF. A red line plan showing the extent of the Uniper site is attached for your information. The CDC will remain operational for the life of the Local Plan (2037) and beyond. Uniper made a significant investment in the CDC site in 2017 and continues to make significant investments in the UK. Uniper has recently won several contracts in the UK to help decarbonise the National Grid. It is, therefore, of key importance to Uniper that Policy ST5 does not allow development on the former Cottam Power Station site (owned by EDF) that could restrict existing operations at CDC or prevent further Uniper investment in the site. Uniper is broadly supportive of policy ST5 in principle, as the regeneration of the area is a sound policy approach. However, it is critical that existing site constraints and opportunities are taken into account in drafting this strategic site policy in order to ensure it is deliverable. Specifically:</p> <ul style="list-style-type: none"> <li>• The CDC is served by a gas pipeline that runs across the former Cottam Power Station allocation site</li> <li>• Uniper has a water abstraction and discharge permit to the River Trent which is routed through the EDF Site with associated easement rights.</li> <li>• Uniper has access to the dock for unloading of abnormal loads and subsequent access rights for transport through the EDF site.</li> <li>• Uniper will continue to discharge surface water through the EDF site</li> <li>• The CDC has connections to the 400KV National Grid sub-station.</li> <li>• Uniper has access rights to the Cottam Power Station site for access, operation and maintenance purposes.</li> <li>• Uniper has rights to lay conducting media and HV cabling across the EDF site.</li> <li>• During major outages between 400 and 500 employees can be present on the CDC site.</li> <li>• The CDC requires 24 hour working and permissions (including environmental permits) allow essential operations, which must be taken into account when planning to introduce sensitive uses (e.g. residential) within the area covered by Policy ST5. Uniper is committed to working collaboratively with Bassetlaw District Council, EDF and other partners to assist in the drafting of the policy and subsequent masterplan. The CDC provides an opportunity to support the redevelopment of the former Cottam Power Station site. For example, the provision of power, steam and chilled water, or district heating schemes on the site.</li> </ul>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF328	E.ON	<p>E.ON is the freehold owner of the site at High Marnham and previously operated former Coal fired Power Station prior to the station's closure and demolition. The extent of E.ON's ownership covers the entire policy area as outlined in figure 11 on the draft Local Plan. E.ON granted a lease and option to acquire the site freehold in September 2018 to JG Pears in order for this significant brownfield site to be brought forward for redevelopment. E.ON is supportive of policy ST7 in principle, as the regeneration of the site is a sound policy approach and E.ON is committed to supporting the delivery of the planned development. In order to provide clarity on the delivery of the policy, E.ON recommends that the comprehensive Masterplan is required to be submitted with the first planning application for the redevelopment of the site. E.ON is committed to working collaboratively with Bassetlaw District Council and other partners to assist in the delivery of the policy.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub		
REF354	Sutton-on-Trent Parish Council	<p>The Parish Council is reassured to note that the draft plan for the site at the former High Marnham Power Station does not include a proposal for the 1,500 dwellings it is believed the site has the capacity for. Instead an Energy Hub is proposed which, whilst it would not generate the large number of additional cars accessing the site through Sutton on Trent that a residential development would, it is believed the volume of heavy traffic and lorries would increase to a level that is unsustainable with the existing road network and unacceptable to the small rural communities through which they would travel. Similar arguments apply to the High Marnham site regarding the road network as already mentioned above for the proposed Cottam development. Policy ST7 states that a Transport Assessment and Travel Plan for High Marnham would include:</p> <p>i) 'Contributions towards improvements to the A57 junction at Dunham on Trent/Ragnall crossroads; and</p> <p>ii) That vehicular traffic generated by the development, including lorry movements can be safely accommodated'. Whilst the Parish Council commends the plan for proposing to include improvements at the A57 crossroads at Ragnall, it is of the opinion that the additional levels of traffic generated by the development at High Marnham cannot be safely accommodated by the existing and already overstretched road through the villages of Ragnall, Fledborough, Grassthorpe and Sutton on Trent. Sutton on Trent Parish Council would welcome the opportunity to further discuss the proposals included in the draft plan and I understand that another meeting with the Parish Councils impacted by these two developments is to be arranged within the next few weeks. I look forward to receiving details of this meeting.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF355	Dunham-on-Trent with Ragnall, Darlton and Fledborough Parish Council	<p>This Parish Council feels that the current proposals could be more ambitious and innovative, particularly around the development of the High Marnham site in relation to social, environmental and some economic needs of the eastern side of the District. This could also bring benefits to the adjoining district of Newark and Sherwood. The site has not been identified for housing due to the infrastructure, most notable the highway network and there is little opportunity for any improvements to be made to take any additional traffic. It does therefore seem a little peculiar that business development for the site is being considered, including B8 which is storage and distribution. If the roads are unsuitable to take additional cars, it is not clear how the road are suitable to take additional lorries. There are currently locations where the road is not sufficiently wide for 2 cars to pass each other and significant damage is therefore being done to the existing road network with the existing lorry usage of the roads, additional lorries will simply exacerbate this situation. The District Council has sufficient land allocated for business use in the draft plan without the need for any business use on this site and should therefore remove this allocation from this site which is clearly better suited to other uses. The proposals that the Parish Council would like to put forward for the site, it is believed would be welcomed by everyone as it could address material planning considerations for future proposals in terms of: &gt; Design and visual impact &gt; Noise, smell, pollution &gt; Access / traffic Health / Health and Safety &gt; Ecology, landscape &gt; Economic impact &gt; Cumulative impact Whilst the foreword of the document states "This Plan promotes an innovative green agenda helping the District better adapt to the impact of climate change. Significant new tree planting, new wildlife habitats and a unique Energy Hub at the Former High Marnham Power Station site will put the District on the map in terms of renewable and low carbon technology development. This Plan places a new emphasis on healthy, green places, where high quality design will protect the fabric of our heritage and distinctive villages and promote the sense of place that helps communities to thrive." The Parish Council believes that further and more ambitious options should be considered as part of this plan development. Site EM007: High Marnham Energy Hub Whilst the site is predominantly brown field (in planning terms) as it has previously been developed, since the power station ceased production in 2003 there is now a significant wildlife presence and a wildlife corridor has been established on the site. The site is in flood zone 2 and 3 and some of the site where the old coal tips were, has formed natural lakes which provides excellent wildlife habitats which should be further enhanced in these plans. There is currently little tourism attraction in the locality in the east of the District, although there is significant evidence from other wildlife sites, both nationally and locally that this could easily be built up in the area,</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub	<p>providing significant health and ecological benefits for everyone to enjoy. This is particularly evident with the increase in cycle use across the country and this site could link very easily to the existing cycle infrastructure across the Fledborough viaduct and onto Lincoln or Newark. The route to Newark is currently being enhanced through the construction of the Trent Vale Trail which would provide an off-road route between Fledborough and Newark in addition to the off-road route already in place to Lincoln. This provides a great family day out in the fresh air and countryside at minimal cost for both cyclists and walkers as well as those with impaired mobility and horse riders. The provision of such a facility would also bring economic benefit as this could facilitate the provision of a café for refreshments, cycle hire etc. providing local jobs for local people, without the need to travel significant distances. This could also help with the District Council goal to “promote the sense of place that helps communities to thrive”. In providing enhanced cycle provision for the area, a suitably designed car park could be considered which would remove the need for inappropriate and dangerous parking which currently takes place on the highway at the end of the current off road section at the Fledborough Station House. The site has a distinctive heritage being a former power station which may include a heritage center as part of its redevelopment which could help “protect the fabric of our heritage”. It would also be possible to link the sites agricultural past with possible education/research facilities and/or tourism</p>	

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ST07 - High Marnham	Energy Hub		
REF355	Dunham-on-Trent with Ragnall, Darlton and Fledborough Parish Council	<p>The boundary of the site is adjacent to Fledborough, which currently boasts of “dark skies” which provides an excellent habitat for wildlife, but also provides a rare opportunity for those who might want to learn about and enjoy the dark and the stars you can see as a result. This could mean getting out for an activity such as cycling, walking, or running at night, attending a stargazing party, or taking part in a daytime event, learning more about star constellations or making a rocket. These opportunities are rare and should not be overlooked as part of the proposed redevelopment of the site for the Local Plan period including the health, wellbeing and economic benefits for the area that such a facility could provide for generations to come. The Parish Council is not averse to the use of the site for energy generation of cleangreen energy (up to 50 megawatts) but believe that the currently proposed zoning should be considerably reviewed to include the above ideas for social and economic benefit. In summary for this (the High Marnham) site the Parish Council: • do not wish to see further employment land or distribution (B1, B2, B8) nor does it wish to see housing, both of which would be detrimental to the already fragile and unsuitable highway network which would provide the access routes. • Is extremely supportive of the Draft Local Plan policies around Tourism, Health, Heritage and green spaces, which would bring significant benefit to the area which “is next to the 50% most deprived neighbourhoods in the country” • Would accept if suitably designed, energy production of such a type which would not have any detrimental impact on the noise, landscape of the surrounding area, which has a rural nature and significant wildlife habitats which must be preserved With regard to other items contained within the Draft Local Plan: The proposed development of the former Cottam Power Station site for housing development. Some of this development is proposed for this plan period with further expansion for future local plan period. The development of this site is likely to have a significant impact on the A57 Dunham Crossroads. Whilst it is understood that there has been no traffic impact assessment undertaken as yet, the site does have a serious/fatal accident history and any additional traffic wishing to access the site will inevitably be using this junction for access. Consideration will therefore need to be given to the improvement of the junction in the rural location, where the provision of traffic signals would be inappropriate due to the significant visual impact on the surrounding landscape. It should be noted that Laneham Road already has a speeding problem and parking issues relating the primary school located on it. A significant increase in vehicles as might be expected from a development of the size proposed, needs to be mindful of the risks that an increase of vehicle flow of this nature is likely to have on this local amenity and be mindful of the mitigation required in order not to exacerbate the existing problems. With regard to the future housing allocations of 39 new homes for Dunham on Trent. The Parish Council would like to see this number significantly reduced, if not removed completely, as it is not clear why so many additional houses are required or where they would be located. There are currently empty homes in the village showing that there doesn’t appear to be a need for any additional housing. The current facilities are very limited for such a potential increase with the primary school being currently full, there is no shop, there is no public transport (other than “on demand” by phone) and the nearest doctors is in Tuxford for which the capacity is uncertain as it is removed from the parishes. In addition to the lack of facilities, much of the parish is in flood zone 3 and therefore at the highest risk of flood, it therefore seems inappropriate for additional housing allocations to be given to this Parish. The Parish Council are looking forward to working with Bassetlaw District Council and the surrounding Parish Councils/Meeting to develop a sustainable long term vision for the Eastern side of the District and part of Newark and Sherwood, which will bring significant social and health benefits to residents to a wide area of both districts and the county.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub		
REF356	Grassthorpe Parish Meeting	<p>Re-use of the High Marnham Power Station site. The redevelopment of this site as a whole will have a detrimental effect on the safety and quality of life for residents and on the fabric of properties as well as the road itself between Sutton-on-Trent and Ragnall. This road already struggles to accommodate current traffic evidenced by the breakdown of the road edges and verges especially on its many bends and narrower stretches. Area C in the Draft Bassetlaw Local Plan has 're-wilded' in the years since the power station was decommissioned creating a wildlife haven and an enjoyable buffer to the now well-used cycle route. This rewilding should be preserved. More trees need to be grown to offset climate change that has become more obvious over the past few years. This type of development is required by National Policy to provide net ecological gain. The cycle path is also used regularly by walkers but roadside parking is becoming a problem so the provision of a small car park adjacent to the road could alleviate this. The cycle path also links with several of Sustrans long distance routes and provides cyclists with the only traffic free crossing of the River Trent between Newark and Scunthorpe. These measures would contribute to the objectives within the Bassetlaw Core Strategy for Recreation, the Natural Environment and Transport and Accessibility. Areas A and B should be dealt with sensitively so that they do not impact on the re-wilded area with noise and light pollution which would disturb fauna. Climate change is a reality which we all need to address and low carbon developments can only help if they are truly sustainable rather than just renewable eg. not involving long distance transport. The site was linked to the rail network and this link could be reinstated without much re-engineering. Any development should be required to depend on this form of access rather than road transport. Any essential road access should be by a designated access route which does not affect residential communities. Perhaps some use could be made of the river as well. Measures such as these would contribute towards the very necessary changes required to meet action for climate change.</p> <p>Historically Areas D and E have been agricultural land, distinct from the Power Station site. These areas should not be used as mitigation for development of the rest of the site. A few years ago a scheme was proposed to increase the size and scope of the Electricity Sub Station, but this was abandoned. The eastern part of this area is situated within the high flood risk zone as designated by the UK Government Website. This area should remain unprotected from flooding as part of the natural flood plain along the River Trent to help alleviate risk to riverside communities.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

REFERENCE NUMBER	ORGANISATION	COMMENTS	OFFICER RESPONSE
ST07 - High Marnham	Energy Hub	<p>There have now been two reports that a covenant was placed when the Power Station ceased generation, it is alleged that the land had to be returned to farmland. We would please ask that this be investigated and, if proven, what effect this will have on the current situation. In principle the Parish Council (PC) fully support and endorse Green Energy production. As discussed, greater clarification of each "zone" is required and, what the permitted development within each area is? The PC welcomes a plan that controls "add hoc" planning applications; a five year plan has been requested from Pears on more than one occasion in previous years! The PC fully support a battery storage project. Low carbon generation? A nuclear power station falls into this category, which the PC would not support. Other low carbon generation needs to be assessed for the possible impact of noise, light pollution, odour from fuel sources and so on which are all of major concern, it needs to be considered the nearest residential property is only 300m from area B. "Energy efficient business use" and 450m away from area A "Low carbon energy production" Local residents don't feel Bassetlaw fully appreciate their concerns due to the fact Bassetlaw have already issued Pears a 24/7 operating licence for the "storage" facility on this site. These areas are adjacent to significant wildlife, light pollution along with noise, which all are of great concern. "Measures to ensure amenity of local communities from noise, light, glare, smell, dust, or emissions are in accordance with relevant environmental standards" From their existing site, JG Pears omit odour with continuous daily complaints, even to an extent of forcing families from their homes. Light pollution is extensive, and complaints are simply overruled by the needs of Health and Safety. Pears is high on the EA lists of sites to "closely monitor". Should I known, existing polluter, who the EA has evidence of breaches along with many complaints be allowed to propose further development so close to more residential properties? There will be better access to the countryside and an improved range of open spaces for local people to enjoy. A car park and picnic area were proposed adjacent to the cycle track, there is an old railway siding adjacent that could be used as car parking. Development in appropriate locations and in helping to protect the countryside, important green spaces and the built and natural environment from inappropriate development, thus enhancing the quality of life for people and communities. As shown with the many photographs, area "C" has been taken over by wildlife, the power generation ceased back in 2003. The PC feels that with the trees and wetlands in area "C", this should be maintained and improved. Southern border of area "B" also has extensive tree growth. To: reduce levels of out commuting; retain employment and skills locally Any development increases this, it's a rural community with few residents that would be employed. How many local people are employed at the existing Pears site? None to our knowledge. Manual type labour is provided by Eastern European workers. More specialised tasks are not carried out by local personnel. Solar farms, battery storage, and other low carbon generation plant require very limited staff. JG Pears already demonstrate that low grade employment needs are met by foreign workers. These are facts that cannot be disputed. This is important for this Local Plan which promotes a significant amount of previously developed land for re-use. The Former High Marnham Power Station is predominately brownfield with a legacy of contamination due to its historical association with a coal fired power station and associated infrastructure. The PC fully supports reuse of previously developed sites in suitable locations, however you have extensive photographic evidence that clearly shows large areas of this site, which are classed as "brown field" have now been taken over by nature and should now be considered as "Green Field" There is work to do to improve existing infrastructure to the site and ensure impacts upon nearby communities are minimised The road network cannot sustain any additional traffic without improvement; A57 cross roads, traffic through rural communities, bridge at Grassthorpe. Unclassified small roads are simply not suitable. A development proposal of 300 houses on this site clearly identified this so how can the road network be suitable for additional HGV traffic, on size alone and not just numbers. Yes, it was an industrial site previously - the fuel, Coal, came in by rail, and the finished product went out on overhead wires. Hence there was little impact on the road network.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF357	Normanton on Trent Parish Council		

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ST07 - High Marnham	Energy Hub		
REF357	Normanton on Trent Parish Council	<p>Compared to the size of the site (Power Station) very few people were employed to run / operate the business. g) A suitable lighting scheme that minimises light pollution to the surrounding communities and biodiversity; h) Measures to ensure amenity of local communities from noise, light, glare, smell, dust, or emissions are in accordance with relevant environmental standards. The site promoter, PEARS, I think I can say without any issues there is historical evidence of all the above standards / regulations being breached. EA have evidence, CAR's reports, of breaches being made, failures of odour abatement, the list is endless. 32 miles by car, 38 miles HGV route is not in our opinion "close proximity to the M1" 6.3.5 Market interest also reinforces the policy approach. There is a growing demand for transport and distribution in the District: DHL are developing 50,005sqm of distribution floorspace on the A57, close to the A1 Why is this comment made? These distribution centres are approx. 3 miles away from the A1, an "A" class road with no residential property links them directly to the A1. The complete opposite to the Marnham and Cottam sites. This Plan places a new emphasis on healthy, green places, where high quality design will protect the fabric of our heritage and distinctive villages and promote the sense of place that helps communities to thrive. From the meeting, I believe you have gauged the feeling of the community towards J G Pears and how their existing site completely goes against the above statement. Families with children have been forced to leave the community due to Pears' activities, and local business suffers (Fishing lake) due to offensive odour. Detrimental impact on our local schools and community.</p> <p>It was also discussed and proposed at the meeting that green houses or similar agricultural uses should also be considered for the site using the low carbon energy. We are given to understand that EDF have carried out a study and put a business case forward not to develop a solar farm on the former Cottam site based on that fact it's not financially viable? I ask the question if this is the case, on a brown field site, why is green field (farmland) being considered at Marnham. The PC represents the community who have little / no trust in Pears. Therefore, we view this with great concern that a potential change of the application will be seen. Green fields should be maintained. In addition to this, the land proposed for Solar energy is prime agricultural land - are there not areas of poor quality land (brown field sites) which would be more suitable? We have also been made aware that a third party who wishes to develop the solar energy area have contacted at least three other landowners in the area. Clear evidence that the development is going to be considerably greater than that of the "plan" How is the local community to trust Bassetlaw to control this development, it's not even been proposed yet and the developers are pushing the boundaries?</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF359	South Clifton Parish Council	<p>We are in support of the area being developed, particularly in the area of Low Carbon Energy production, including solar and green energy. We are concerned that this energy production should be on site (solar and wind/ energy and data storage) and that this process does not require transport movements to the detriment of residents of the Fledborough and Ragnall villages. We would not support energy produced from burning animal bi products - oils, fats or chicken litter or anaerobic digestion due to the high number of lorry movements required to transport the substrate for this process. We do support the ethos of the plan to provide local employment particularly using heat or energy produced on the site. We are concerned about the vagueness of the 'business area' and feel there needs to be greater clarity regarding what sort of business is to be involved. At present the policy is sufficiently open as to permit locally produced rendered waste to be used as a fuel. Ideally businesses on the site should be able to demonstrate that their presence will contribute to a reduction in the areas traffic and ideally be able to utilise the proximity of the Trent to receive and distribute their raw materials and products. We welcome the fact that in par 6.3.1. this site is not considered as a Strategic Employment Site. Page 57 1h - we welcome measures to protect the amenity of local communities from the listed factors but are concerned that emissions are not just in accordance with environmental standards but should set a new standard for excellence particularly in regard to any smells produced.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham Energy Hub			
REF361	Councillor, Bassetlaw District Council and Nottinghamshire County Council	<p>Again if this site had not been previously developed with designation as Brown Field Land, the location would not have been attractive for industrial, commercial, development. With the grid transport infrastructure the site is especially attractive as a Energy hub with production as in Zone use A and Zone use D. There are leisure opportunities and tourism potential on this site. It is noted that a large area of agricultural land has been incorporated into the curtilage of this site to the West and South , and as this is in the middle of nowhere this idea should be rejected. Otherwise the proposed uses would cause dangers, congestion, noise, Diesel fumes along the access roads. The communities here are already complaining about the existing lorries accessing the Trentside road. A survey showed that 90% of the lorry traffic was for access. The accesses are not of a standard where the other suggested uses should be expanded here. Again unsustainable to travel miles into nowhere to do what is suggested. Much needs to be done next to a Main A road. Neither can upgrading access to make it safer and easier be justified with the proposed uses. Access through the village of Sutton on Trent and Grassthorpe is a negative. The Tuxford access has been discouraged anyway, as there is a large residential element and a school at the Tuxford end. As well as an additional primary school on the A1 exit North at Tuxford, along Newark Road. Dunham on Trent A57 crossroads junction is probably the most suitable but the Ragnall access has many bends with a considerable number of residences close to the road. Normanton Village is definitely unsuitable for travelling through and Power station traffic was always discouraged from traveling through Normanton and past the primary school. The draft report has acknowledged that the Dunham crossroads would need improvement, but exactly what. I have investigated obtaining a safety scheme for this dangerous junction and there is no money , with many more dangerous road schemes ahead of it in the queue. There is now congestion in Tuxford at rush hour and requests to reduce the heavy traffic using Tuxford for industrial commercial access, safety and air quality are the concerns already expressed. All routes are likely to be opposed on these reasons when the communities learn of the draft plan proposals. The remote location of this site is not justifiable on environmental and sustainability grounds</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF363	Resident	<p>Similarly the plan for the former High Marnham site suffers from poor highways access. Heavy lorries visiting and leaving the site would be using roads not designed to take this kind of traffic. This was noticed in the 1984 strike when the power station was supplied by lorry. O consider the site is not well connected to the type of amenities that people working in the high tech industries you envisage as a necessity.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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<b>ST07 - High Marnham Energy Hub</b>			
REF367	Resident	<p>We would like to bring the following to your attention. In the early 1950s when the power station was constructed - we believe that in the documents there was a clause that stated when the power station was to be decommissioned at a future date, the area would be returned to agricultural usage, as it was previously. This would obviously need some further research to check whether this was the case. If it cannot be returned to full agricultural usage ( ref above point). • The brownfield site ( the former power station) needs to be re-developed sympathetically and small businesses attracted to the area. However, as farmers, we are opposed to good fertile agricultural land taken up with hectares of solar panels. This land could be used to produce good tonnages of cereals/ or for mixed farming, producing goods for consumption in this country or for export. • We believe that the type of business encouraged to the hub should be carefully monitored - we do not need another huge J G Pears enterprise on our doorstep. • There is a need for a tree planting scheme along the highway( the road from Dunham-on-Trent to Sutton-on-Trent) going north to south. The plan, as it stands) has taken account of tree planting along the southern and eastern boundaries but the development will be clearly see from the adjacent highway. • If solar panels are to be erected - are there such framework and panels that blend in with the floral and fauna, rather than dull utilitarian dismal dark grey we so often see.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>
REF368	National Grid	Asset map	Thank you for your comment
REF377	Resident	We wish to express our support for the efforts of Bassetlaw DC to produce a Local Plan and SA. We believe that the Marnham Energy Hub (ST7) and the Garden Village (ST3) are excellent ideas.	Thank you for your comment
REF484	North Notts and Lincs Community Rail Partnership	<p>The existing railway that reaches the site from the west is currently the Network Rail test track. NCC have plans to open the line to passenger traffic as far as Ollerton. With the development of High Marnham as an employment and energy site the line should be retained with a view to possible extension across the existing (but disused) bridge over the Trent into Lincoln. The line of route should therefore be protected. In effect it is protected as St36 a local wildlife site.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>

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ST07 - High Marnham	Energy Hub		
REF491	Consultant	<p>This is a significant employment site covering some 60 hectares. Policy EM07 with regard to High Markham Energy Hub sets out a number of criteria that must be met and Part 2 relating to Transport &amp; Movement sets out the need for contributions to the A57/Durham on Trent/Ragnall crossing. Delivering this very large site require significant front-loaded infrastructure investment. The Council will need to be satisfied that the site is capable of being delivered and is viable. We note that delivery of High Marnham is partly dependent on the submission of a Flood Risk Assessment; we are disappointed that this work has not been undertaken prior to allocation. It may well affect the degree of delivery.</p> <p>Part 1 of the policy sets out the range of employment activities that will be delivered at the site. It is clear that this site is for a niche of uses and we consider that it should be excluded from the general employment requirement as set out in Policy ST6. It is not generally available.</p>	<p>The way in which the site will be managed through Policy has now changed in review of responses to the consultation and discussions with stakeholders. The site is located in a sensitive and constrained part of the District. The proposed uses within the energy and low carbon technology sectors require specific needs whether it being from location, feasibility, operational conditions and practicality. In addition, there are frequent changes to national legislation for the standards of energy production and low carbon technology which could leave a detailed Local Plan policy out of date. The Council believe that a single policy approach for this site would not allow for such conditions and it would be difficult to manage the complex nature of this site. A more flexible, but clear approach is needed which will identify those uses appropriate for the site on a conditional basis and this could be delivered through a Local Development Order for the site. These are legal documents in their own right and can be formed within or outside the Local Plan process. A Local Development Order is subject to a policy process and will also be subject to public consultation and scrutiny</p>