

# PRE-APPLICATION STAGE ONE CONSULTATION DOCUMENT





# CONTENTS

<b>FOREWORD</b>	<b>5</b>
<b>EXECUTIVE SUMMARY</b>	<b>6</b>
<b>1 INTRODUCTION</b>	<b>7</b>
<b>2 THE SITE</b>	<b>17</b>
<b>3 PROPOSED DEVELOPMENT</b>	<b>21</b>
<b>4 PEOPLE AND ECONOMY</b>	<b>31</b>
<b>5 TRANSPORT</b>	<b>39</b>
<b>6 ENVIRONMENT</b>	<b>59</b>
<b>7 HOW TO RESPOND TO THIS CONSULTATION</b>	<b>73</b>



# FOREWORD

## Fossil to Fusion

I'm delighted to announce the first stage of public consultation for the Development Consent Order (DCO) planning process for STEP (Spherical Tokamak for Energy Production) Fusion. This is a critical step towards building a prototype fusion power plant at West Burton. The STEP programme is the centrepiece of the UK's fusion programme, which is supported by over £2 billion of Government investment over five years that will maintain the UK's lead in this exciting new technology.

Our vision for the Site and surrounding region goes beyond that first plant – we have been tasked by UK Government to demonstrate a route to commercialisation of fusion energy and in doing so deliver economic growth across the UK with a specific focus on our host regions of East Midlands and Greater Lincolnshire. Working with our local partners we aim to drive innovation, create a thriving supply chain, and bring high-quality long-term employment.

The West Burton Site would not only host the prototype fusion power plant but may also become home to an Innovation and Science Park. This would be for companies engaged in fusion and adjacent research and development, or in component manufacturing, as well as potentially a visitor and training centre. There is huge potential at the West Burton Site, and even greater potential in the region beyond, and that is why we are working closely with the East Midlands Combined County Authority, and the Greater Lincolnshire Combined County Authority, on the Trent Clean Energy Supercluster plans.

This Stage One consultation focuses on the prototype fusion power plant and associated key facilities on- and off-Site. Other smaller pieces of infrastructure may be addressed through locally determined planning permissions.

More information on the overall STEP ambition will come in due course. For now, I ask you to give your views on our proposals set out in this document. This is the first of several stages of consultation and your feedback will be invaluable to us as we continue to develop and refine our plans in the coming months and years.

**Paul Methven CB**  
CEO, UKIFS



# EXECUTIVE SUMMARY

STEP Fusion is a UK-led, world-leading programme, bringing Government and industry together to develop fusion energy, scale it, and then deliver it at pace. Our mission is to generate net energy from fusion and to stimulate an industry that will help prove its commercial viability. We'll achieve this by building and operating a prototype fusion power plant, near West Burton in Nottinghamshire.

Fusion energy has the potential to provide a safe, abundant source of carbon-free energy, so it could be an environmentally responsible part of the world's energy supply in the second half of this century. Government recognises the UK's globally renowned strength in fusion research and development, with a cluster of world-leading capabilities and companies which can help accelerate the development of commercial fusion in the UK.

As such, the Government is investing over £2 billion in fusion development over the next five years, recognising the technology's potential role in creating limitless, carbon-free energy and driving economic growth. Fusion has the potential to enhance global energy sustainability and meet the rising demand for electricity, as we shift away from using fossil fuels. A limitless supply of energy could improve energy security and reduce reliance on foreign energy sources. And in doing so, fusion will create economic and social value through innovation, a thriving supply chain, and providing high-quality long-term employment.

A crucial part of the STEP Fusion programme is the development of a demonstrator project comprising a prototype fusion power plant to demonstrate net energy, fuel self-sufficiency, and a viable route to plant maintenance, which can potentially pave the way to develop a fleet of fusion power plants in the UK and around the world, and the commercialisation of fusion energy to help power our homes and businesses in the future. In this Consultation Document the development that will be required in order to deliver that demonstrator project is referred to as "the Project".

The Project will be classified as a nationally significant infrastructure project for the purposes of the Planning Act 2008, and must therefore be authorised by means of a Development Consent Order granted by the Secretary of State.

We intend for the STEP Fusion programme to have a transformational impact on the local area and region. Our funding is provided in part to grow the economic and social benefits of STEP locally and in the wider region, enhancing and revitalising the local economy and surrounding communities. This flagship programme is expected to create a concentration of activities as related businesses and research projects co-locate to benefit from each other, pulling in workers and businesses from the immediate area and further afield, creating jobs, contracts and training opportunities for the benefit of local people and businesses. This could include provision for an Innovation and Science Park in the vicinity of the prototype fusion power plant in later years.

This Consultation Document accompanies our Stage One consultation on our emerging proposals for the Project. This consultation is part of the process towards securing a Development Consent Order to build and operate the Project.

The document provides a description of the Project, including proposals for both the construction phase and the Permanent Development. There are chapters covering our emerging thinking on initiatives to support local people and the economy, transport strategies, and environmental considerations. The document also provides information on the process for achieving development consent, and how to respond to this consultation.



# **1 INTRODUCTION**

**1.1 STEP FUSION**

**1.2 THE SITE**

**1.3 CONSENTING PROCESS**

**1.4 SCOPE OF THE CONSULTATION**

**1.5 HOW TO RESPOND TO THIS  
CONSULTATION**

**1.6 NAVIGATING THE DOCUMENT**

# 1 INTRODUCTION

## 1.1 STEP Fusion

1.1.1 Fusion is one of the most promising options for generating the clean energy the world needs. Fusion is the process that takes place in the heart of the sun and stars, and scientists and engineers are working to make fusion a commercially viable form of energy production. In time, fusion could be one of the few options for supplying large amounts of continuous power to our energy grid, and to the homes and businesses it powers. The fusion process would provide a safe, abundant source of carbon-free energy, so it could be an environmentally responsible part of the world's energy supply in the second half of this century.

1.1.2 One of the Government's priorities is to deliver energy security and a clean energy system. The Government is investing billions of pounds in fusion, recognising the technology's potential role in creating limitless, carbon-free energy. UK Industrial Fusion Solutions Ltd (UKIFS) has been established to support the development of fusion as it could enhance global energy sustainability and meet the rising demand for electricity, as we shift away from using fossil fuels. A limitless supply of energy could improve energy security and reduce reliance on foreign energy sources.

1.1.3 The Government is also clear on the role of fusion to drive the UK's research and development capability, and economic growth. The 2025 Industrial Strategy Clean Energy Industries Sector Plan cites fusion energy as an *'exemplar of how the UK can turn exceptional research and development into real economic growth'*, with the vision of developing a holistic UK fusion industry, securing clean energy supply for the nation's future as well as the associated skills and jobs. The Government's 2025 Infrastructure Strategy supports STEP Fusion, cited as key step in the UK *'becoming a clean energy superpower'*.

1.1.4 The UK has a globally recognised strength in fusion research and development, with a cluster of world-leading capabilities and companies which can help accelerate the development of commercial fusion in the UK. Notwithstanding technological, scientific and other hurdles, the UK has the opportunity to capitalise on its leadership and be the global leader in fusion technology, allowing us to capture a significant share of the estimated £3-£12 trillion total global capital investment in fusion from 2050 to 2100.

1.1.5 The Government is working to ensure the regulatory and planning framework is in place to enable the construction and operation of fusion power plants to come forward as soon as practicable. The Government's Overarching National Planning Statement for Energy (NPS EN-1) identifies the important role of fusion as a source of energy in the future. The Government is drafting a Fusion Energy National Policy Statement (NPS EN-8) to guide the development of fusion projects, with plans to adopt this policy in 2026.

### The Applicant

1.1.6 UKIFS, a wholly owned subsidiary of the UK Atomic Energy Authority (UKAEA) Group, would lead the delivery of the Project, to design and build the UK's first prototype fusion power plant at West Burton in Nottinghamshire. UKIFS's industrial model would enable integration of public and private sector partners via an integrated delivery team to develop the prototype fusion power plant. UKIFS ("the Applicant") would be securing the necessary permits, consents and licences needed to build and operate the Project.

1.1.7 UKIFS intends to build a prototype fusion power plant to demonstrate net energy, fuel self-sufficiency, a viable route to plant maintenance, as well as delivering broad economic and social benefits to the UK along the way. This will potentially pave the way to develop a fleet of fusion power plants in the UK and around the world, and the commercialisation of fusion energy to help power our homes and businesses in the second half of this century.

## STEP Fusion Objectives

11.8 The objectives of the STEP Fusion programme are:

- **Technical Delivery** - Design, build and operate a prototype fusion power plant to demonstrate the key characteristics relevant to commercial power plants.
- **Commercial Pathway** - Capture information through design, build and operations that will speed the delivery of commercial fusion at the lowest practicable cost and greatest benefit to the UK.
- **Develop a Fusion Supply Chain** - Through the delivery of the Project, develop a supply chain capable of, and committed to, the design and build of fusion power plants.
- **Deliver UK Economic Value** - Deliver direct UK economic value stemming from the delivery of the Project, consistent with other objectives.
- **Deliver UK Social Value** - Deliver UK social value stemming from delivery of the Project, consistent with other objectives.
- **Deliver Safely** - Reduce risks to workers, the general public and the environment from delivery and operation of the Project to as low as reasonably practicable.
- **Schedule** - Deliver the prototype fusion power plant demonstrations and wider benefits as fast as reasonably practicable, underpinned by a robust whole programme schedule.
- **Cost** - Deliver the prototype fusion power plant demonstrations and wider benefits at the lowest practicable capital cost, underpinned by a robust whole programme cost estimate.

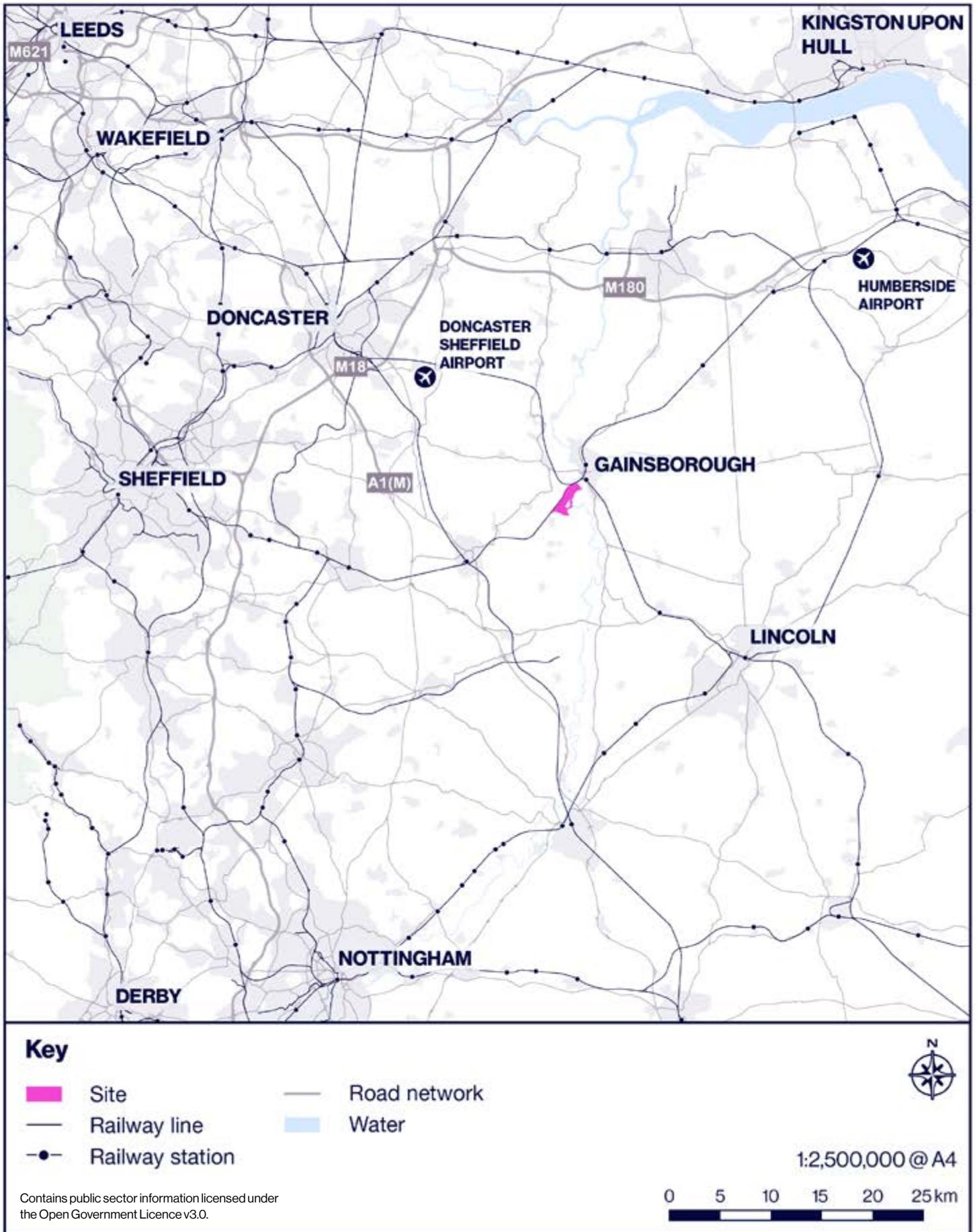


Figure 1: STEP Fusion engagement event

## 1.2 The Site

- 1.2.1 The Project would be delivered at West Burton in Nottinghamshire (“the Site”). The Site is in Bassetlaw District Council in Nottinghamshire (**Figure 2**). It is located on the River Trent, on the border with West Lindsey District Council in Lincolnshire, with the Lincolnshire county boundary running along the mid-point of the River Trent.
- 1.2.2 Further details of the Site are provided in **Section 2**.
- 1.2.3 The Permanent Development proposals would include the prototype fusion power plant and the associated permanent infrastructure to support the operation and maintenance of the power plant. The components of the Permanent Development would include but not be limited to:
- a prototype fusion power plant and control room;
  - additional supporting facilities and equipment to enable the operation of the power plant, including storage facilities, system testing facilities, component manufacturing and assembly facilities;
  - ‘fuel cycle’ facilities for the processing and storage of fuel;
  - cooling water infrastructure, including water treatment plant and pump house;
  - offices and staff facilities, including administration, training facilities and welfare facilities;
  - electrical equipment, including a substation, switch yards and transmission infrastructure;
  - transport and logistics infrastructure, which could include a pontoon and/or a river handling facility; accesses and highway works; parking areas; and rail infrastructure;
- 1.2.4 Constructing a project of this magnitude also requires temporary works to facilitate the construction of the Permanent Development. Further details of the construction and operational phases are provided in **Section 3**.

Figure 2: The West Burton Site and the regional context



Contains public sector information licensed under the Open Government Licence v3.0.

### 1.3 Consenting Process

1.3.1 We intend to apply for a DCO to the Secretary of State for Energy Security and Net Zero (DESNZ) that seeks the consenting powers to construct and operate the prototype fusion power plant and its associated development. Before submitting the application, we will be consulting and engaging the community, other stakeholders and our local and sub-regional partners to help shape the design of the Proposed Development. This non-statutory consultation (Stage One) will enable us to gain initial views of the community and other stakeholders. We will undertake further stages of consultation, as well as regularly communicate with all stakeholders throughout the consenting, construction and operational phases.

1.3.2 In addition to the DCO, we will require other permits and consents to construct and operate the plant and associated infrastructure. These may include (but are not limited to) the following and will be sought at the appropriate stage in the process, unless they are secured through the DCO:

- Relevant Protected Species Licences from Natural England
- Water Resources (Abstraction) Licence and Discharge Permits from the Environment Agency

- Marine Licences from the Marine Management Organisation
- Flood Risk Activity Environmental Permits from the Environment Agency
- Waste Environmental Permits from the Environment Agency
- Combustion Activities Permit from the Environment Agency
- Greenhouse Gas Emissions Permit from the Environment Agency
- Noise Consent from the relevant Local Authority
- Radioactive Substances Activities Permit from the Environment Agency
- Hazardous Substances Consent from the relevant Waste Authority
- Land Drainage Consent from the relevant Lead Local Flood Authority (Nottinghamshire County Council) or Internal Drainage Board (Trent Valley)
- Permits to work for specialist activities (e.g. welding) from the Health and Safety Executive

1.3.3 The consenting process that we will follow for the DCO is summarised in **Figure 3**.

1.3.4 In terms of what this means for the Project, our indicative timeline is set out in **Figure 4**.

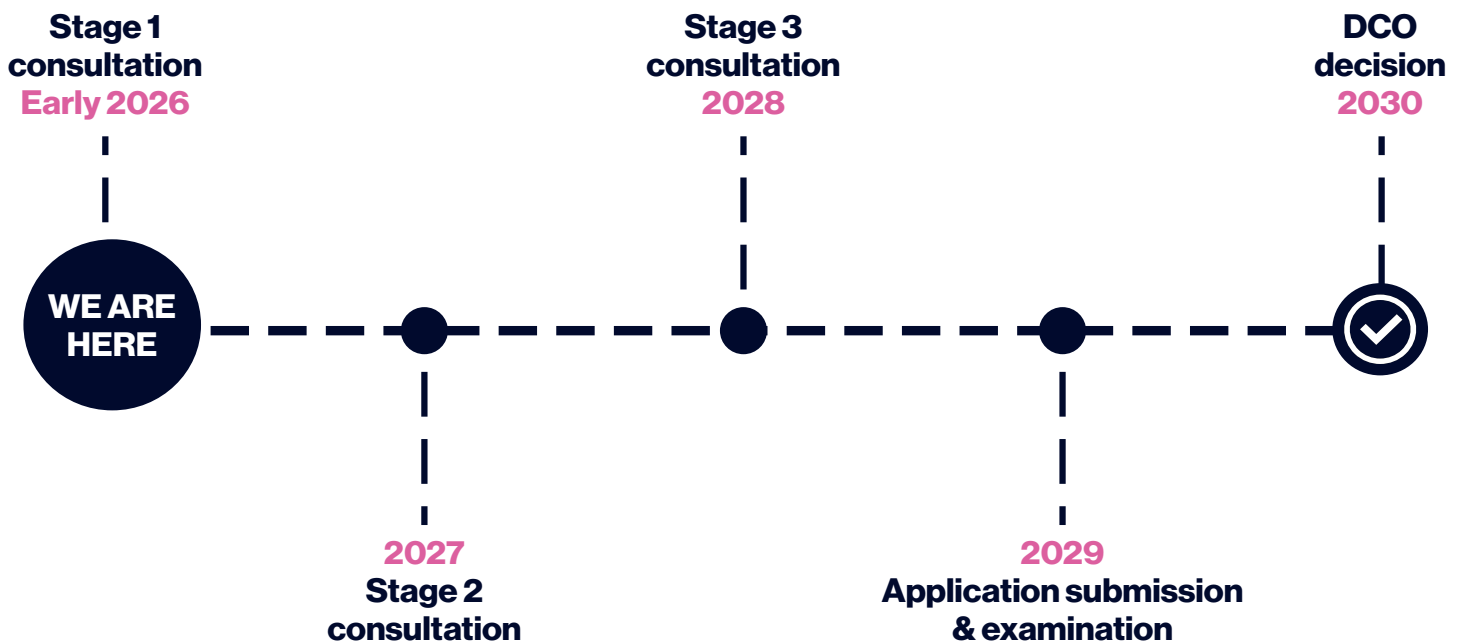


Figure 4: Indicative timeline of DCO stages



Figure 3: DCO stages

1.3.5 For us, public consultation is more than a legal requirement. STEP Fusion embodies a culture that fosters collaboration and innovation. These core values extend beyond our direct colleagues; they will be embodied through partnership working and in all public consultation, ensuring that the community is heard, and local benefits are maximised. Since the selection of the West Burton Site in October 2022, we have been active in engagement with the community; and will ensure this continues through consultation that is inclusive and meaningful.

## 1.4 Scope of the Consultation

1.4.1 This document launches the pre-application consultation process for the Project. This Stage One consultation presents our vision and emerging proposals for the design, construction and operation of the Project and its associated development. It provides the first opportunity for you to provide feedback so that we can take it into account as we develop our proposals.

1.4.2 In addition to this document, we have also published a Consultation Overview Document, which provides a high-level overview of the proposals, in addition to other supporting materials to publicise the consultation. Refer to **Section 7** for details.

1.4.3 At Stage One we are seeking views on our aims and overall proposals for the Site and associated development off-Site. We encourage you to share your comments with us at this early stage.

1.4.4 This Consultation Document includes:

- information on those aspects of our proposals that are not likely to be influenced by consultation because they are driven by statutory regulations and important technical considerations (e.g. safety and efficiency), but provide useful context and details for consultees; and
- information on those aspects of our proposals that we welcome feedback on and that will be influenced by responses to the consultation and/or further technical and environmental studies.

1.4.5 The need for the Project is established in the Government's NPS EN-1, and its intention to designate NPS EN-8. These policies are supported by the Government's 2025 Infrastructure Strategy. Therefore, the need for the prototype fusion power plant is outside the scope of this consultation.

1.4.6 Similarly, the principle of constructing and operating the prototype fusion power plant at the West Burton Site is outside the scope of this consultation, as it has already been established by Government (subject to the necessary consents and licenses being secured). The siting of the plant complex in the southern part of the Site, and the types of associated development likely to be needed to deliver the Project, also sit outside this consultation.

1.4.7 At this stage, we are particularly seeking your views on:

- our emerging proposals for the Project;
- our overall strategy for people and the movement of construction freight and workforce;
- options for the associated development needed to support the construction and/or operation of the prototype fusion power plant; and
- the potential effects of the Project on the local area and community, both positive and negative, and how we can maximise the benefits and mitigate the disbenefits.

1.4.8 We will undertake further stages of consultation once we have further developed our proposals and underpinning technical and design development studies, as well as having analysed the feedback received from this Stage One consultation.

1.4.9 As we develop our proposals and further consider their likely effects on the environment and local communities, we will prepare more detailed strategies to address these effects. Where we can, we will provide further details on these strategies at our next stage of consultation. For some more complex aspects of the proposals, the full detail may not be available until our DCO application is submitted. At that stage anyone who is interested in the Project will have the opportunity to register with the Planning Inspectorate to take part in the examination phase of the DCO application.

## 1.5 How to Respond to this Consultation

1.5.1 We are inviting comments from everyone, particularly those who live and work near to the Site. Your feedback is important and will enable us to take account of your views whilst the proposals are still at an early stage of development and inform the next stage of our design work. We will collate and analyse feedback from this Stage One consultation and identify common themes and specific matters that we will consider further as we develop our proposals.

1.5.2 The consultation runs from the 14th of January to the 11th of March 2026. It is an opportunity for you to gather information on our initial proposals and provide us with feedback on what we have done so far. Comments must be received by 23:59 on 11th of March 2026.

1.5.3 Please refer to **Section 7** of this document for details on where to access information and how to respond to this consultation.

## 1.6 Navigating the Document

1.6.1 The structure of this document is as follows:

- **Section 1:** Introduction – provides a brief introduction to the Project and the scope of this Stage One consultation.
- **Section 2:** The Site – describes the context and conditions of the Site proposed for the Project.
- **Section 3:** Proposed Development – explains the proposals for the Permanent Development and the construction and temporary development phase; and an overview of the decommissioning phase of the Project.

- **Section 4:** People and Economy – outlines the anticipated workforce requirements of the Project and how the workforce would be accommodated. It also outlines our skills, education and training strategy for enabling local people to access available opportunities.

- **Section 5:** Transport – describes our initial proposals for the transport strategies, focusing on the construction phase of the Project when potential transport and traffic impacts are likely to be at their greatest.

- **Section 6:** Environment – provides an overview of our key environmental considerations and findings at this stage. We will be sharing more environmental information at later stages of consultation to ensure stakeholders have a full understanding of how the Project will minimise and mitigate effects, and what significant effects are likely to arise during the construction and operational phases.

- **Section 7:** Next Steps – explains how to respond to this consultation and how we will respond to the feedback received during this Stage One consultation process.



Figure 5: Photo from STEP Fusion event





## **2 THE SITE**

**2.1 INTRODUCTION**

**2.2 SITE CHARACTER AND CONTEXT**

**2.3 SELECTION OF  
THE WEST BURTON SITE**

## 2 THE SITE

### 2.1 Introduction

2.1.1 The purpose of this section is to provide an overview of the Site and its immediate surrounds, and an explanation as to how the Site was selected for the STEP Fusion programme.

2.1.2 The Site is located in Bassetlaw District, in the north of Nottinghamshire, on the border with Lincolnshire and close to South Yorkshire (**Figure 6**). The Site is approximately 330 hectares in size.

2.1.3 The Site is bounded by the River Trent to the north and east, by the railway line to the west, and by South Road and adjacent land to the south.

2.1.4 The Site is currently owned by EDF Energy and there is an agreement in place for the land to be sold to UKAEA to enable UKIFS to deliver the STEP Fusion programme.

### 2.2 Site Character and Context

2.2.1 The Site is predominantly brownfield with much of the land, particularly in the south of the Site, having been used for industrial or commercial activity. In the south of the Site is the West Burton A power station (**Figure 7**), which started operating in the 1960s. It is owned by EDF and ceased operation in 2023. It is in the process of being demolished. Other infrastructure on the Site includes a National Grid substation, and water treatment facilities run by Severn Trent and Trent Water.

2.2.2 The Site is adjacent to the West Burton B gas-fired power plant, which is owned by TotalEnergies and operated by West Burton Energy. This plant will continue to operate through the construction phase of the Project and beyond. It is also adjacent to the West Burton C development site, which has planning permission for a 500MW battery energy storage system and a power station generating up to 299MW of electricity.

2.2.3 The northern part of the Site is being used for the storage and processing of the pulverised fuel ash (PFA) that was generated during the operational phase of West Burton A. The character of the Site as a whole has significant industrial elements with natural habitats and points of historic interest.

2.2.4 The Site lies within the River Trent Valley, with the river forming the northern and eastern boundaries of the Site at a typical elevation around 10–15 metres above sea level. Centrally within the Site is Bole Round, a remnant oxbow lake, now preserved as a feature supporting established deciduous vegetation and lowland fen habitat. A network of drainage features, grass fields, and extensive deciduous vegetation, hedgerows, and small waterbodies are present within the Site. Towards the north, the landscape is relatively open and undulating, and outward views are often limited due to maturing mitigation planting and riverside vegetation. This northern section, despite some construction and industrial activity, presents a more open character compared to the predominantly industrial landscape to the south.

2.2.5 The local area is rural in character. The nearest towns are Gainsborough to the north-east (1.2 miles away), Retford to the south-west (8 miles away), and Worksop to the west (17 miles away).

2.2.6 The regions and centres surrounding the Site have diverse socio-economic characteristics, reflecting layers of development over time. In the post-war period, the nearby coalfields and the cooling water source provided by the River Trent were the reasons for locating new coal-fired power generation in the 'Megawatt Valley'. Before that, the Site was last used in the medieval period. The social and economic relationships with the surrounding residential and administrative centres mainly occurred in the period from the 1960s until the recent closure of the West Burton A power station.

2.2.7 A range of factors, including physical access, socio-economic, historical, ground conditions and various environmental considerations are being taken into consideration in developing the proposals for the Site. We have commenced studies to understand the baseline conditions of the Site and surrounding area, which include on-Site investigations as well as desktop research. We will publish our findings, as well as initial proposals to avoid, minimise and mitigate any adverse effects as part of the Stage Two consultation. However, for this stage of consultation we provide an overview of the findings from this initial stage of our studies in **Section 6**.

2.2.8 In addition, we will likely need to use additional land beyond the Site to facilitate necessary construction activities. We have set out some initial ideas in **Section 3**.



## 2.3 Selection of the West Burton Site

2.3.1 The Government's search for a site for a fusion prototype power plant began in December 2020. Regions across England, Scotland and Wales were invited to nominate sites demonstrating 'the right mix of social, commercial and technical conditions to host the new plant – such as adequate land conditions, grid connection and water supply'. The sites put forward by various organisations went through two rounds of assessment, which included extensive community and stakeholder engagement as well as technical and socio-economic assessments. This analysis enabled a decision on the successful site to be made by the Secretary of State in 2022.

2.3.2 The Secretary of State identified the West Burton Site as the most appropriate on the following basis:

- Location: It is a brownfield site that is already used for energy production.
- Connectivity: The Site is well connected to transport routes and the electricity grid.
- Legacy: The area, known as Megawatt Valley, has been powering the UK for over 60 years.

2.3.3 The Site conforms with the principles established in the Government's Energy Policy (NPS EN-1) and emerging National Policy for Fusion (NPS EN-8); and is considered a suitable site for the deployment of the UK's first prototype fusion power plant from a technical perspective, coupled with the transformational benefits for the local area and region as a whole.



Figure 7: Aerial photograph of West Burton A Power Station

# **3 PROPOSED DEVELOPMENT**

**3.1 INTRODUCTION**

**3.2 PERMANENT DEVELOPMENT**

**3.3 CONSTRUCTION PRINCIPLES**

**3.4 CONSTRUCTION SEQUENCING**

**3.5 CONSTRUCTION AND TEMPORARY DEVELOPMENT PROPOSALS**

**3.6 APPROACH TO CLEARING AND PREPARING THE SITE**

**3.7 OTHER TEMPORARY LAND REQUIREMENTS**

**3.8 DECOMMISSIONING**

**3.9 NEXT STEPS**

# 3 PROPOSED DEVELOPMENT

## 3.1 Introduction

3.1.1 This section sets out the proposals for the Proposed Development which comprises:

- proposals for the permanent, operational development;
- proposals for the construction and temporary development phase; and
- an overview of the decommissioning phase.

## 3.2 Permanent Development

### Prototype Fusion Power Plant and Supporting Infrastructure

3.2.1 The Permanent Development would comprise a prototype fusion power plant and associated permanent infrastructure. The components of the Permanent Development would include but not be limited to:

- a prototype fusion power plant and control room;
- additional supporting facilities and equipment to enable the operation of the power plant, including storage facilities, system testing facilities, component manufacturing and assembly facilities;
- 'fuel cycle' facilities for the processing and storage of fuel;
- cooling water infrastructure, including water treatment plant and pump house;
- offices and staff facilities, including administration, training facilities and welfare facilities;
- electrical equipment, including a substation, switch yards and transmission infrastructure;
- transport and logistics infrastructure, which could include a pontoon and/or a river handling facility; accesses and highway works; parking areas; and rail infrastructure.

3.2.2 These proposals would be contained within the indicative site boundary shown at **Figure 6**.

### Site Layout Considerations

3.2.3 We are in the early stages of designing a masterplan for the Site, which takes account of the following guiding principles:

- to work in a collaborative and constructive manner with local stakeholders and statutory bodies;
- to develop a distinct design identity which celebrates clean energy;
- to promote sustainable local and regional transport to the Site, where feasible;
- to maintain continuity of existing formal accesses for third parties to their assets, where feasible;
- to preserve and enhance existing ecological and cultural heritage features, as far as practicable;
- to respond positively to the river and surface and ground water environment of the Site; and
- to work with the existing ground conditions.

### Establishing the Developable Area and Avoiding Site Constraints

3.2.4 Not all of the Site is suitable for redevelopment for the Project. In developing our masterplan, we are considering existing buildings and features on the Site, designing our proposals around or in harmony with them, including:

- Built heritage assets such as the scheduled ancient monuments in the south-east of the Site.
- Existing flood defences along the River Trent in the east of the Site.
- Fluvial and tidal flooding patterns, which mainly affects the northern and along the eastern parts of the Site.
- Existing transport infrastructure, such as the railway line that runs immediately adjacent to the western site boundary.

- Existing utilities infrastructure such as gas, electricity and water infrastructure, owned by third parties such as National Grid, Severn Trent and Trent Water, and access to these.
- Existing and planned buildings and infrastructure on or near the Site, including West Burton B and West Burton C.
- Low Farm, a Medieval settlement and Scheduled Monument, which is excluded from the developable area.
- Consideration of existing site entrances, which includes the level crossing over the railway near Bole, and pedestrian only entrances (through public rights of way). We recognise the restrictions imposed by the railway line running along the western edge of the Site but may need to provide additional access points to the Site during the construction phase.
- Public transport facilities would be prioritised, with limited car parking facilities provided on Site.

## Masterplan Component Parts

- 3.2.5 The masterplan comprises several key component parts which have design, location and siting requirements that will inform their placement in the masterplan, including:
- A compact, space-efficient plant complex that includes the prototype fusion power plant as well as other key support facilities including electrical buildings, switchyard, water cooling and treatment facilities, and assembly buildings.
  - Ancillary development including office buildings, welfare buildings, and site access facilities for both visitors and goods.
  - Additional land buffers, including along the River Trent, and around third-party infrastructure such as that operated by National Grid.
  - Any necessary rail infrastructure.
  - Potentially a river handling facility, that needs to be at an appropriately located position on the River Trent.

## Siting of the Plant Complex

- 3.2.6 Our initial masterplan development process has included an evaluation of components of the scheme against a range of criteria, which include environmental, delivery, and operational efficiency matters. We have considered five masterplan scenarios, each of which are defined by a different proposed location for the plant complex.
- 3.2.7 Through this evaluation process, we identified that locating the plant complex in the south of the Site is optimal. Locating it in the south, compared to in the north, optimises for construction sequencing, access, environmental considerations, and wider consenting matters. It also provides opportunities for future development of the land in the north, which could include a fusion-related Innovation and Science Park and/or other commercial uses.
- 3.2.8 Locating the plant complex in the south of the Site is shown in the illustrative masterplan at **Figure 8**.

Figure 8: Illustrative masterplan



**Key**

- |  |  |
|--|--|
| Site boundary                                | Proposed development                             |
| Railway line                                 | Land safeguarded for innovation and science park |
| Railway station                              | Plant complex                                    |
| Site access                                  | Public transport interchange                     |
| River Trent                                  | Office and staff facilities                      |
| Public rights of way                         | Potential river handling facility location       |
| Medieval Village (Scheduled Monument)        | Rail freight facility                            |
| Green assets                                 | Road network                                     |
| National Grid (NG) substations               |  |
| National Grid (NG) overhead lines and pylons |  |

**WBB** West Burton B  
**WBC** West Burton C



1:25,000 @ A4



Aerial imagery from Sensat,  
 Contains public sector information licensed under the Open Government Licence v3.0.

### 3.3 Construction Principles

3.3.1 The construction phase will be guided by the following best practice principles:

- Applying regulatory and company standards in terms of safety, quality and sustainability.
- Reducing, as far as practicable, potentially significant negative impacts and mitigating their effects.
- Being a good neighbour and ensuring the needs and views of the community are considered.
- Creating long-term, sustainable opportunities for the community where practicable, for example through training, employment and support for joining our supply chain.
- Ensuring existing operations (including West Burton B, National Grid, Severn Trent and Trent Water) in and around the Site would not be adversely affected.

### 3.4 Construction Sequencing

3.4.1 Construction would be carried out in phases. We have developed an indicative, high-level construction sequencing programme, which draws on sequencing of comparable projects. The sequencing will be refined as the proposals are developed. The phases are generally sequential, but there is likely to be some overlap between the different phases as the construction progresses.

3.4.2 The sequence is likely to comprise around ten phases, which are summarised below:

- Phase 1 – Enabling Works and Site Establishment: In this initial phase, the Site would be prepared for major construction. It would include the setting up of a site access(es) (e.g. building new entrance roads, security gates), installation of temporary facilities (e.g. welfare facilities, offices, utilities), and carrying out of preparatory works. By the end of Phase 1, the Site's major earth reshaping and excavations should be largely complete, and there would be open pits ready for structural construction.

- Phase 2 – Deep Foundations and Substructure Work: Once the Site is established, construction would commence on the deep foundation systems for the plant complex (the core prototype fusion power plant buildings). This would comprise excavating approximately 20m+ deep pits and then building heavily reinforced basements.

- Phase 3 – Bulk Excavation and Earthworks: This phase would involve the large bulk excavations for all structures, with basements and the Site-wide earthworks adjustments.

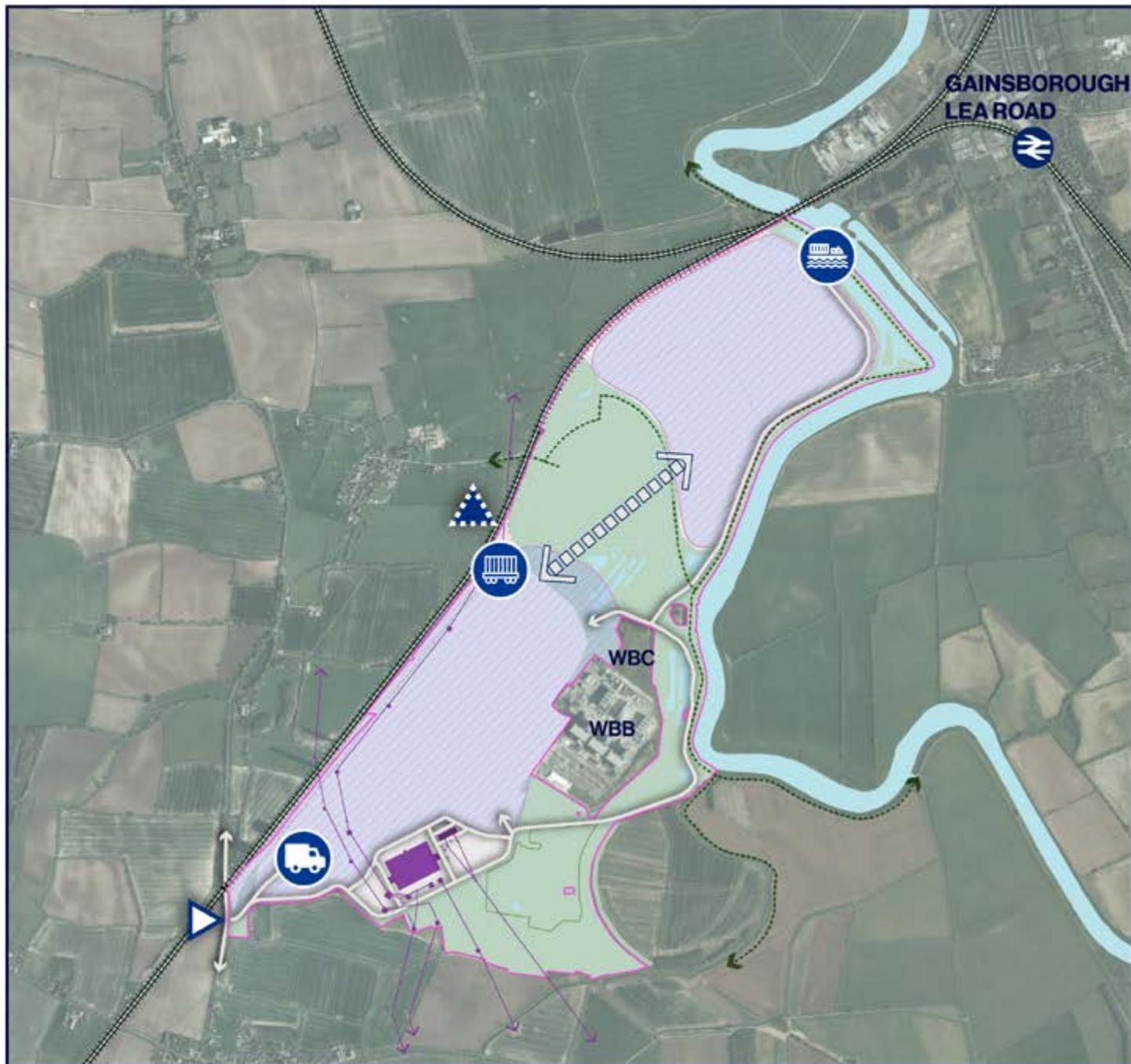
- Phase 4 – Substructure and Basement Construction: The basement structures and heavy concrete substructures of the plant complex would be built during this phase. This would include constructing reinforced concrete walls and slabs for the plant cluster's basement and lower levels. Phase 4 transitions from 'below ground' to 'above ground'.

- Phase 5 – Superstructure Construction: This would comprise the construction of buildings around the plant cluster, many of which could be built in parallel since they are relatively independent structures. At the end of Phase 5, all major structures would be constructed (shell and core), and the Site would start to resemble power plant site.

- Phase 6 – Mechanical, Electrical and Plumbing (MEP) Installation and prototype fusion power plant assembly: This phase would include the installation of the cryostat building (a specialised insulated building for holding ultra-cold components), and the placing of the magnets into the prototype fusion power plant pit using cranes. It would also include laying miles of pipes, cables, ducts across all buildings, installing cooling systems, power electronics and control systems.

- Phase 7 – Continuation of MEP Installation: The installation of equipment would commence in the support buildings, with the progressive energisation of systems.

Figure 9: Indicative construction phase layout



**Key**

- Site boundary
- Railway line
- W Railway station
- ▶ Site access
- River Trent
- Public rights of way
- Medieval Village (Scheduled Monument)
- Green assets
- National Grid (NG) substations
- National Grid (NG) overhead lines and pylons
- Proposed construction compound
- T Vehicular goods access cluster
- S Potential river handling facility location
- R Rail freight facility
- R Road network
- R Potential north - south road (location TBD)
- T Potential temporary haul road entry point



**WBB** West Burton B  
**WBC** West Burton C

1:25,000 @ A4

Aerial imagery from Sensat,  
 Contains public sector information licensed under the Open Government Licence v3.0.



- Phase 8 – Testing of MEP Subsystems: This would involve the initial ‘cold commissioning’ (i.e. the functional testing) of the installed systems.
- Phase 9 – Commissioning and Integrated Testing: In this phase all systems would be brought together for integrated commissioning tests, which would include the ‘powering up’ of electrical systems and the test running of cooling systems.
- Phase 10 – Operational Start and Handover: This phase would mark the end of the construction process and include demobilising construction equipment, removing temporary facilities, site restoration (e.g. landscaping), and the dismantling of temporary works (i.e. those works that were installed only to facilitate the construction). Operation of the fusion prototype power plant would then commence.

3.4.3 An illustrative layout of the Site during the construction phase is shown at **Figure 9**.

### 3.5 Construction and Temporary Development Proposals

3.5.1 Constructing a development of this magnitude requires the import of materials (e.g. for concrete production) and completion of temporary works and logistics planning. The temporary development proposals include activities both at the Site as well as some necessary off-Site works.

3.5.2 At this stage, it is anticipated that the construction and temporary development phase of the Project is likely to include the following components:

- **Temporary Site Access Points:** Relying solely on the current south gate (off Gainsborough Road) for all construction traffic is not viable due to the number of construction vehicles anticipated and surrounding constraints. Multiple access points to the Site would be necessary to accommodate and manage construction traffic in a safe and efficient manner. The provision of these temporary access points is likely to require highway upgrades and/ or temporary junction improvements to accommodate the increased traffic flows.
- **Environmental Mitigation Works:** Environmental mitigation measures would be completed at an early stage to enable the construction works to commence properly. For example, badger setts and other flora

and fauna located in construction zones would need to be relocated or protected in accordance with wildlife regulations. Noise and dust barriers would be installed early around sensitive boundaries, where appropriate, to mitigate construction impacts.

- **Site Establishment and Welfare Facilities:** Facilities would be provided for the construction workforce, including site offices, canteens, washrooms, medical centres, parking areas for staff, and security checkpoints.
- **Temporary Utilities:** Additional power supply is anticipated to be required to operate cranes, batching plants and other construction equipment, as well as powering the Site establishment and welfare facilities. Although generators would be used initially, a more sustainable approach using a temporary construction power feed (possibly tapping into West Burton B's supply or the local grid) would be provided as early as possible. Similarly, an adequate water supply would be needed (e.g. for concrete production, dust suppression) and additional telecommunications networks (for site communications and controls) would need to be established.
- **Temporary Sewage Treatment Plant:** This installation would be needed to handle the domestic waste from the workforce, given that this could not be handled by the existing local sewage infrastructure.
- **Temporary Rail Facilities:** It is proposed to utilise rail and river transport where feasible, to reduce the volume of construction road traffic. Enabling works are likely to include the upgrading of the existing rail spur into a fully functional temporary rail terminal on the Site. This may involve remodelling the internal rail layout to provide sidings for the loading and unloading of various construction materials and to load out excavated spoil for removal by rail. Overhead powerline pylons are currently located adjacent to the rail line, which may need to be rerouted or buried.

- **Temporary River Handling Facilities:** If required, these would be located on the River Trent and comprise a temporary wharf or barge landing area with a crane or heavy lift capability to offload large components required for the construction of the Project. Dredging may be required to ensure sufficient draft for barges.
- **Haul Road Connecting River Handling Facilities to Site:** A haul road would be required for the transporting of Abnormal Indivisible Loads (AILs) to connect a River Handling Facility to the north with the Site. Bridges and/or culverts may be required to cross existing railway lines and watercourses.
- **On-Site Road Network:** A new internal road network, including a causeway road, that links the north and south of the Site would be required to enable access to construction zones.
- **On-Site Concrete Production and Fabrication Yard:** A few on-Site concrete batching plants would be required to provide the significant amount of concrete needed. A precast fabrication yard would be established on-Site to allow just-in-time production of reinforcement cages, precast panels and culvert segments, reducing the need for external fabrication and transport to the Site.
- **Material Stockpiles and Off-Site Storage:** Although on-Site yards are proposed, these would have limited capacity. Additional off-Site storage areas are likely to be required to stockpile large quantities of materials such as aggregates, backfill soil and excavated spoil. We would look to use existing facilities where practicable.
- **Foundations for Temporary Works:** Some enabling works would be required to create foundations and platforms for the large equipment that is required for construction of the Permanent Development (e.g. areas of hardstanding capable of supporting large cranes).

### 3.6 Approach to Clearing and Preparing the Site

3.6.1 The demolition of West Burton A is underway by Brown & Mason who are contracted by EDF, the Site owners, with a planned end date of 2028. Ash recovery works are also underway. Ground improvement of the PFA area would likely be necessary to enable construction activities to start. However, other works may be required, and details of these will be shared with the community and other stakeholders at the appropriate time. Any necessary permissions and other consents would be secured ahead of the works taking place. In developing the detail, we will ensure our plans for site clearance and preparation take account of the existing land uses on the Site, including sensitive biodiverse areas.

### 3.7 Other Temporary Land Requirements

3.7.1 Some activities during the construction phase would require significant co-ordination to ensure minimum disruption to the local area. This may include the management of vehicles carrying materials or the workforce to and from the Site. We are considering whether we will need land for temporary Park and Ride facilities for the workforce, and/or freight management facilities for the movement of materials and deliveries. These activities would take place away from the Site, near to the main roads which are connected to the Site. Refer to **Section 5** for further details.

3.7.2 We are also in the process of assessing accommodation needs for the portion of the construction workforce that would be needed on or close to the Site for project delivery. We estimate some temporary workforce accommodation would be needed on or near the Site, in addition to the locally available accommodation that construction workers either already live in or will temporarily move into. We will ensure that there would be no significant impact on the local housing market with mitigation in place. As the Project matures and our understanding of how many non-home-based construction workers there may be, we will continually update this assessment. We provide more information on this in **Section 4**.

### 3.8 Decommissioning

3.8.1 When the prototype fusion power plant reaches the end of its life, it would be safely decommissioned in line with our decommissioning strategy and national regulatory requirements. This would include adherence with the waste hierarchy, including reuse and recycling where practicable. This means the Site would be cleaned, equipment removed, and the land restored for future use.

3.8.2 Decommissioning would be planned from the outset and carried out under the supervision of the regulators to ensure the highest safety and environmental standards.

3.8.3 The work would be managed to minimise disruption such as noise, dust, and traffic for nearby communities.

3.8.4 Once complete, the Site would be safe and ready for other uses, developed in consultation with local stakeholders.

### 3.9 Next Steps

3.9.1 We continue to refine our plans for the construction and operational phases of the Project, giving careful consideration to the amount of land required and how we would manage the interfaces with the community and the environment. Further careful consideration is also being given to the requirements for the construction and temporary development proposals which facilitate construction of the Project. Further details will be shared at the next stage of consultation.



# **4 PEOPLE AND ECONOMY**

**4.1 INTRODUCTION**

**4.2 LONG LASTING PROSPERITY AND BENEFITS**

**4.3 THE CONSTRUCTION WORKFORCE**

**4.4 MANAGING POTENTIAL IMPACTS OF THE CONSTRUCTION PHASE**

**4.5 METHODOLOGY AND ESTIMATES**

**4.6 SKILLS, EDUCATION AND TRAINING OPPORTUNITIES**

**4.7 LOCAL BUSINESSES AND SUPPLY CHAIN OPPORTUNITIES**

**4.8 PERMANENT OPERATIONAL JOBS**

**4.9 PROGRESS MONITORING**

**4.10 SUMMARY AND NEXT STEPS**

# 4 PEOPLE AND ECONOMY

## 4.1 Introduction

4.1.1 This section sets out our plans for maximising the benefits and managing the impacts of the Project on local people and the economy.

4.1.2 Fusion technology is at the forefront of cutting-edge scientific development, and the opportunities for many local people to be a part of this journey are wide-ranging. Fusion technology has the potential to lead to the creation of unlimited, carbon-free energy, which is a mission we know many people understand and want to be involved in.

4.1.3 The Government is committed to investing significant sums of money in delivering the Project in West Burton, committing over £2 billion of funding towards STEP Fusion over the next five years. There would be significant knock-on benefits expected for local people and the local economy.

4.1.4 The research and business activities that could follow would create new jobs and business contracts that would significantly benefit people living and working in the region.

## 4.2 Long Lasting Prosperity and Benefits

4.2.1 Building on an established legacy of power generation in 'Megawatt Valley', we intend for the Project to have a transformational impact on the local area and region – this is already built into our core objectives for the Project.

4.2.2 Our funding is provided in part to grow the economic and social benefits of the Project in the local area, enhancing and revitalising the local economy and surrounding communities. These are also aims of the Trent Clean Energy Supercluster, championed by central Government and the East Midlands Combined County Authority and Greater Lincolnshire Combined County Authority. We hope to deliver much of this prosperity and benefits in partnership with local and regional organisations.

4.2.3 We know from numerous examples across the UK and globally that flagship projects – like STEP Fusion – create a concentration of activities, as related businesses and research projects co-locate to benefit from each other. This pulls in workers and businesses from the immediate area and further afield, creating jobs, contracts and training opportunities for the benefit of local people and businesses.

4.2.4 Some of the Project's technologies would be entirely new - designed, developed and manufactured in the local area. Some of these could be spin-outs from existing businesses that relocate locally to engage closely with the Project.

4.2.5 In partnership with local organisations, the Project could deliver several significant long-term benefits to the local, regional, and national economies, in the form of:

- **Employment opportunities:** Thousands of highly skilled, well-paid, high-productivity jobs would be created during construction and operation. The number of people of working age in the local area is falling, and education levels are low compared to the region. The Project could help create a wider range of job opportunities, at different skill levels, with the additional benefit of providing skills and training to support people into this work.

- **Skills and training opportunities:** The Project would also deliver upskilling and training opportunities. We are committed to on-the-job training in the form of apprenticeships and placements and to support local people. Many of these opportunities would be in construction and engineering, utilising Science, Technology, Engineering and Maths (STEM) skills. However, the range of job opportunities arising from the Project is very broad and includes, for example, site operations, administration, and catering.

- **Supply chain opportunities:** The Project would create significant supply chain opportunities for local businesses, those across the wider region, and elsewhere in the UK. There would also be knock-on benefits to the local economy, through an increase in spending on local goods and services because of increased economic and community activity taking place in the area.

- **Opportunities for UK plc:** The UKAEA is the world's largest organisation developing fusion technology, and there are over 550 private sector organisations active in the fusion sector in the UK. Drawing on the UK's existing world-leading expertise in fusion science and research, the STEP Fusion programme is an opportunity for the UK to become a global leader in fusion energy production. STEP Fusion is expected to attract existing companies into the growing sector and provide established companies with the means to further diversify. As such,

this would unlock significant opportunities for the UK fusion industry to leverage its growing expertise and compete in and develop the international fusion supply chain; a market where capital investment is estimated to be £3 to £12 trillion from 2050 to 2100.

### 4.3 The Construction Workforce

4.3.1 The construction phase for the Proposed Development is estimated to be a 10-year programme. We have used standard modelling techniques for infrastructure projects of comparable complexity to make some initial estimates on the size of the construction workforce. This includes the use of a Gravity Model which estimates where both the home-based and non-home-based workers would live during the construction phase. The model indicates that the construction activities would employ approximately 8,000 workers at peak demand, with this number varying according to the stage of construction. **Figure 10** shows this peak, as well as the different jobs and skills needed at different times.

4.3.2 The scale of the opportunity for construction employment, training and contracts in the supply chain is significant. Over the course of its 10 year construction phase, the Project could create 57,900 years of employment – an average of nearly 6,000 people employed each year. In addition, positive employment impacts would occur off-Site in the supply chain where an additional 59,600 years of employment would be created. Further employment would be induced in the local economy generated from spending by employees, such as on purchases in local shops or eating in local restaurants.

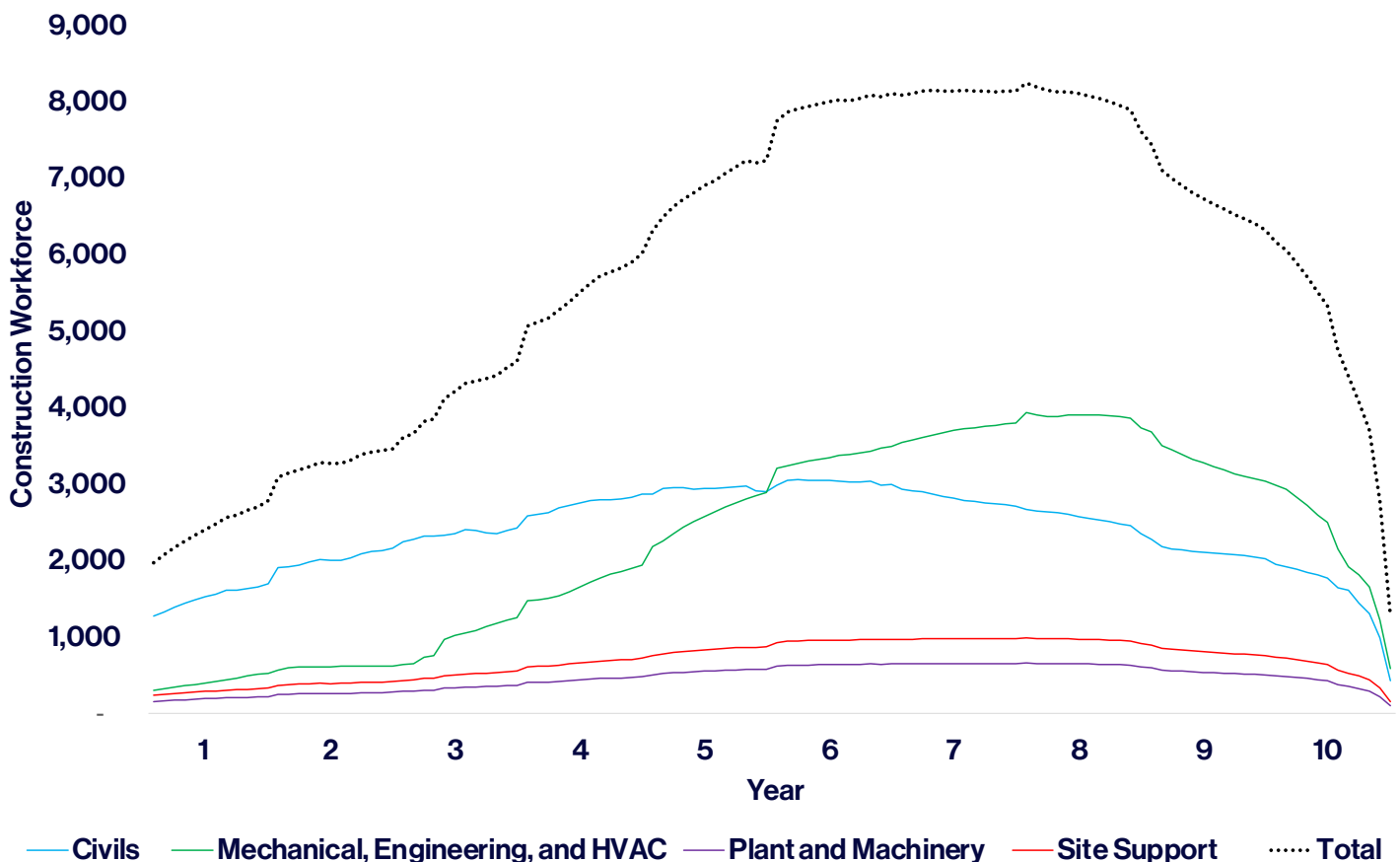


Figure 10: Indicative construction workforce profile for the Project

4.3.3 We want local people to benefit from the wide range of employment opportunities during the construction phase. We have analysed the local demographics, and we estimate that 60% of the Project's construction workforce could commute from their own homes to the construction site. The Project could provide excellent employment opportunities in a highly specialist and cutting-edge area of construction for the local workforce.

4.3.4 In addition, we have forecast that because of the number and in some cases specialist nature of many construction roles, we would likely need to additionally recruit from outside the local area. We estimate that 40% of the construction workforce would need to move to the area temporarily or part-time to work on the construction of the Project.

#### 4.4 Managing Potential Impacts of the Construction Phase

4.4.1 There are several ways that large projects like this one can manage the additional workforce during the construction phase.

##### Managing Construction Worker Housing

4.4.2 We estimate that Doncaster and Bassetlaw would be two of the districts with the highest number of residents working on the construction of the Project. We propose to manage the housing of workers who are not residents in the local area or region in the following ways:

4.4.3 **Utilising rental properties in the local area:** For our current best estimate of 8,000 workers at the peak, the model indicates that the local authorities of West Lindsey and Bassetlaw would house the highest number of "non-home-based" workers (i.e. those who have chosen to move to work on the Project). We estimate that only 1% of the total properties in the private rented sector in these places would need to be utilised for the non-home-based construction workforce. In all other nearby local authorities, less than 0.5% of properties in the private rented sector would need to be used.

4.4.4 However, there are project delivery needs that may impact upon the construction workforce accommodation strategy; these include the necessity to have workers on or very close to the Site for time-critical 24/7 rolling shift work (e.g. continuous concrete pours for key built structures). We consider that a small amount of temporary purpose-built accommodation on or near the Site may be required; with

further details to be included in the Stage Two consultation.

4.4.5 To manage the impact on accommodation in the area, we would develop an accommodation strategy to help manage the inflow of workers to avoid, manage and reduce impacts on local communities. This is likely to include support to increase the provision of local accommodation and activities to manage the workforce, including a strictly enforced worker Code of Conduct.

4.4.6 **Utilising tourist accommodation:** Some non-home-based workers may choose to stay in tourist accommodation. Again, a relatively small proportion of existing accommodation supply would be needed (3% in Bassetlaw and 1% or less elsewhere).

4.4.7 To manage this, we would put in place measures to ensure that all workers live in places that comply with necessary legal and licensing requirements.

##### Managing Construction Worker Activities

4.4.8 We understand that local people may be concerned that an additional construction workforce could impact the availability of local public services. We would engage and work with local authorities to find appropriate solutions where needed.

4.4.9 An important part of our proposals is making sure that the day-to-day activities of construction workers would not negatively impact on local communities. We would adopt appropriate working patterns to minimise impacts on local communities.

4.4.10 We are committed to ensuring our workers integrate with the local community and we would have a Code of Conduct that all workers would be expected to adhere to.

4.4.11 **Section 5** provides options for the siting of Park and Ride facilities, and direct bus services for the construction workers, with the aim to minimise impacts on the local transport network. We welcome your feedback on these proposals.

## 4.5 Methodology and Estimates

4.5.1 Whilst creating this number of jobs produces a clear economic benefit to the local area, there are potential issues that could arise should the Project require a significantly larger labour force than the local area can supply. Therefore, in our modelling, we have tested a larger total workforce (up to 15,000) with 6,000 of those workers needing local accommodation. These levels are highly unlikely to occur, but we are confident that if they do, we could manage the impacts through proactive strategies to develop local skills and support the local housing market.

4.5.2 These early-stage assessments indicate that the local area would benefit from substantial employment opportunities and the impact on the local housing market would be managed.

4.5.3 Our modelling provides early-stage estimates of the nature and scale of the Project's economic impacts on the local, regional, and national economies, and sets out the current conservative estimates of the size, location, and characteristics of the workforce. The information and assumptions used to inform these assessments will be further refined with time, benefitting from the quality of the assessment itself, our understanding of the Project's economic impacts, and engagement with stakeholders.

## 4.6 Skills, Education and Training Opportunities

4.6.1 The Project team already runs a programme of engagement events to help local people understand the difference that fusion can make and how they can get involved. We have run over 80 engagement events reaching an audience of nearly 8,500 people. We run a schools engagement programme for raising the profile of the Project and attracting school leavers to develop careers in the area, which we will continue to do in the years to come.

4.6.2 We are already working in the region to promote skills development and opportunity in under-represented areas. Since 2024 UKAEA has partnered with the Skills Builder Accelerator Programme to support six schools across Sheffield, South Yorkshire and East Midlands to deliver a skills education programme, equipping learners with the essential skills needed in the fusion sector, such as teamwork, problem solving, and leadership.

4.6.3 In July 2025, UKAEA and the East Midlands Combined County Authority announced a 20-year collaboration to deliver fusion related skills training, including through apprenticeships and vocational training programmes. The aim is to build and bolster local skills and expertise, training the next generation of scientists and engineers on the doorstep of the Project. Training will initially focus on the engineering and project skills needed to complete plant design, with construction and operational skills training to follow. It will be delivered through existing training sites across the East Midlands Combined County Authority, such as colleges, training providers and universities.

4.6.4 The Project would require highly skilled construction workers as well as permanent workers to run the prototype fusion power plant once it is built. To meet the broad range of skills needed, we would have a comprehensive programme to:

- Upskill local workers to participate in both the construction phase and take up permanent roles on the Project.
- Ensure the Project is appropriately resourced by providing additional training for workers who move to the area to work on either the construction or permanent phases of the Project.

4.6.5 For the operational phase of the Project, STEM skills would be in particularly high demand, as well as a wide variety of expertise across catering, security, business administration, transport, and project management.

4.6.6 In addition to the training initiatives already underway, we intend to take steps to:

- raise awareness of available training opportunities; and
- enhance transferrable skills for workers at UKIFS, which would benefit wider economic sectors through greater professional and industrial capability.

4.6.7 We intend to implement these initiatives with local partners. Please get in touch if you are interested in partnering with us.

## 4.7 Local Businesses and Supply Chain Opportunities

4.7.1 We have been working with local organisations since the start of the STEP Fusion programme and are committed to bringing onboard as many local partners as possible. We are already engaging with local businesses interested in becoming suppliers to the Project. A recent example of this was the showcase event held at Gainsborough Golf Club, where more than 120 representatives from local small and medium enterprises (SMEs) attended. Representatives were given the chance to share information about their service offers and plans for growth.

4.7.2 We are already tracking and monitoring the number and value of contracts to develop the Project on Site, including those in the local area. The STEP Fusion programme's spend with suppliers based around West Burton continues to increase with almost 8% of all suppliers now based within 30 miles of West Burton. Since April 2019, supplier spend within 30 miles of West Burton is estimated at £3m across 38 businesses.

4.7.3 Future contracts are expected to cover a wide range of both general and highly specialised services providing commercial opportunities for many types of businesses, including SMEs. We will continue our monitoring to support long-term plans for maximising socio-economic benefits and opportunities of the Project. As our designs develop, we will continue to host 'meet the buyer' events and ensure supplier opportunities are advertised locally.

4.7.4 The Project has a relatively long construction timeframe of a decade with a variety of opportunities for local businesses over time according to the products, services and skills needed at specific points of the construction phase.

4.7.5 We will require our construction partner to commit to local procurement and monitoring in line with an integrated UKIFS approach. Overall, our activities with the supply chain and the scale of demand from the Project would underpin substantial economic benefit for local businesses.

## 4.8 Permanent Operational Jobs

4.8.1 Although the Project is still at an early stage, we already employ permanent workers at the Site and intend to have over 300 people locally employed at the Site by 2030.

4.8.2 During the operational phase many new jobs would arise from the diversity in scientific industrial and logistical demands. The long-term specialist and general roles would reflect a variety of entry level opportunities in science, engineering, project management, administration, maintenance, security and welfare and a correspondingly broad set of activities in supply chains across the local and wider areas.

4.8.3 At future stages of consultation, we will provide more detailed information on the scale and type of jobs required during the operational phase, informed by refinement of the Project proposals.

4.8.4 We will also assess the benefits and impacts of these jobs, such as in relation to the local community. We estimate that the beneficial effects of these jobs would result from several factors, such as:

- the Project's position as the main hub for continuously deploying and validating technology advances to ensure UK leadership in fusion;
- the combination of ongoing production, research and development activities;
- the need for staff based nearby to cover multiple site functions on-Site; and
- the long-term links with firms and institutions providing specialist and more general industrial and commercial services.

4.8.5 Overall, the operation of the Project is expected to generate on- and off-Site employment that, while being unique in the UK, draws on a broad base of local and national capability and requires a range of skills and salary levels.

## 4.9 Progress Monitoring

4.9.1 We have a formal STEP Fusion objective to deliver the economic and social benefits of STEP Fusion, both in the local area and for the UK. We will continue to monitor and report a range of indicators including:

- jobs created in the supply chain in the local area and region, and in the UK, including specifically 'high skilled jobs';
- apprenticeships created in the local area and in the UK;
- contracts awarded to businesses in the local area and region, as well as in the UK;
- Gross Value Added (GVA) (a measure of economic productivity and investment) benefit for the local economy; and
- STEM outreach activities and community engagement activities.

## 4.10 Summary and Next Steps

4.10.1 As the engineering design matures, and our plans for delivery are developed, we will refine our modelling and assumptions of the characteristics of the construction and operational workforces and of the range of skills and expertise required. We will also develop a range of corresponding training, employment and business measures to maximise the opportunities of the Project locally, regionally, and across the UK.

4.10.2 We will also focus on the relationships that the Project creates and enables for people and the economy through:

- Partnership working with the local and sub-regional authorities and other stakeholders.
- Engagement with community stakeholders in ongoing social and economic placemaking activities and in new incentives across the public and private sector.
- Articulation of our vision for the future characteristics of the socio-economic context aligned with the expected timing of development phases and major activities.



# **5 TRANSPORT**

**5.1 INTRODUCTION**

**5.2 LOCAL TRANSPORT CONTEXT**

**5.3 EMERGING TRANSPORT STRATEGY**

**5.4 POLICY CONTEXT**

**5.5 TRAFFIC MODEL METHODOLOGY**

**5.6 FREIGHT TRANSPORT STRATEGY**

**5.7 CONSTRUCTION WORKFORCE  
TRANSPORT STRATEGY**

**5.8 IMPLEMENTING A CONSTRUCTION  
WORKFORCE TRAVEL PLAN**

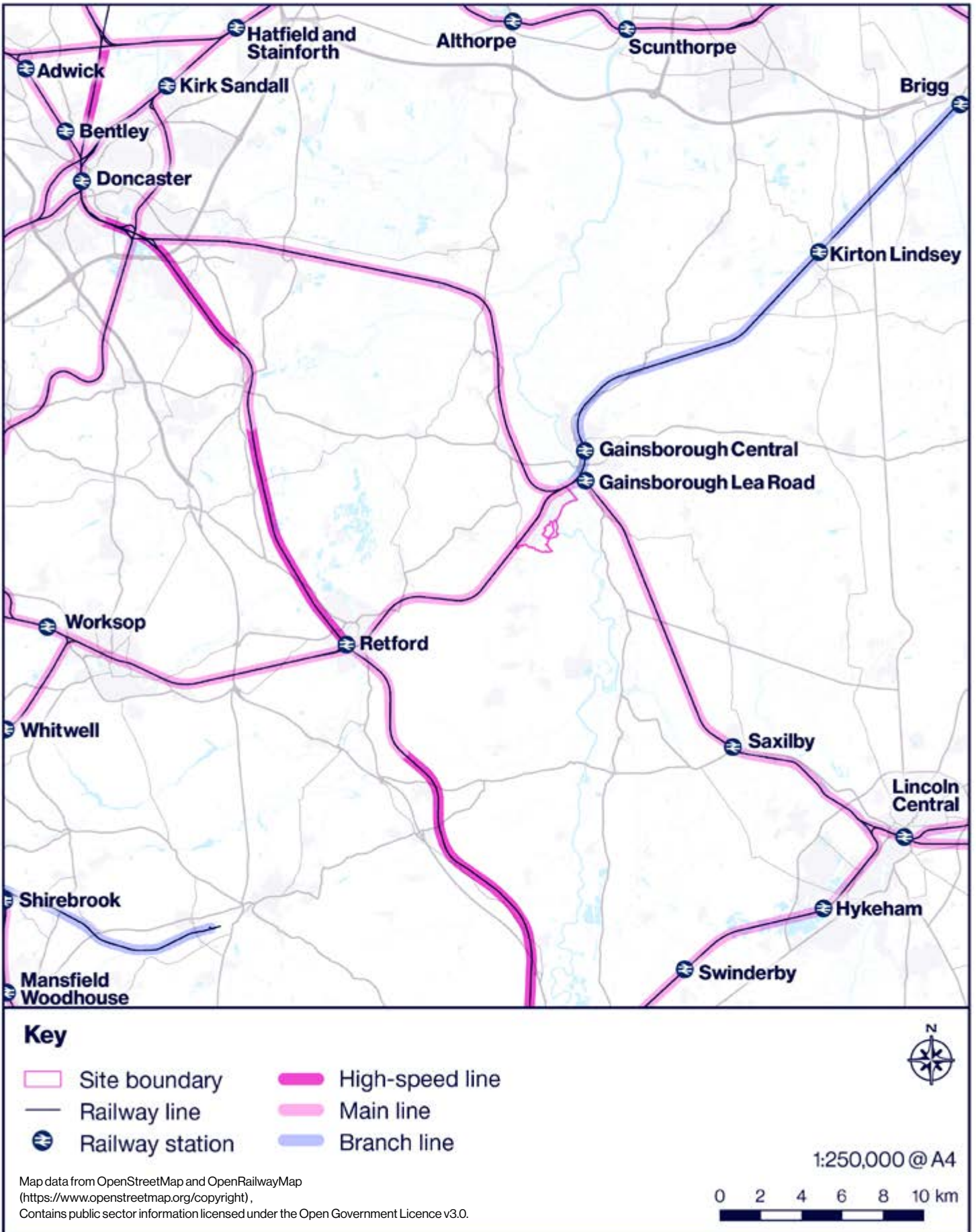
**5.9 SUMMARY AND NEXT STEPS**

# 5 TRANSPORT

## 5.1 Introduction

5.1.1 This section sets out the baseline transport network today, as well as our emerging strategy for how we intend to use the transport network to construct and operate the Proposed Development.

Figure 11: The Site and the surrounding rail network



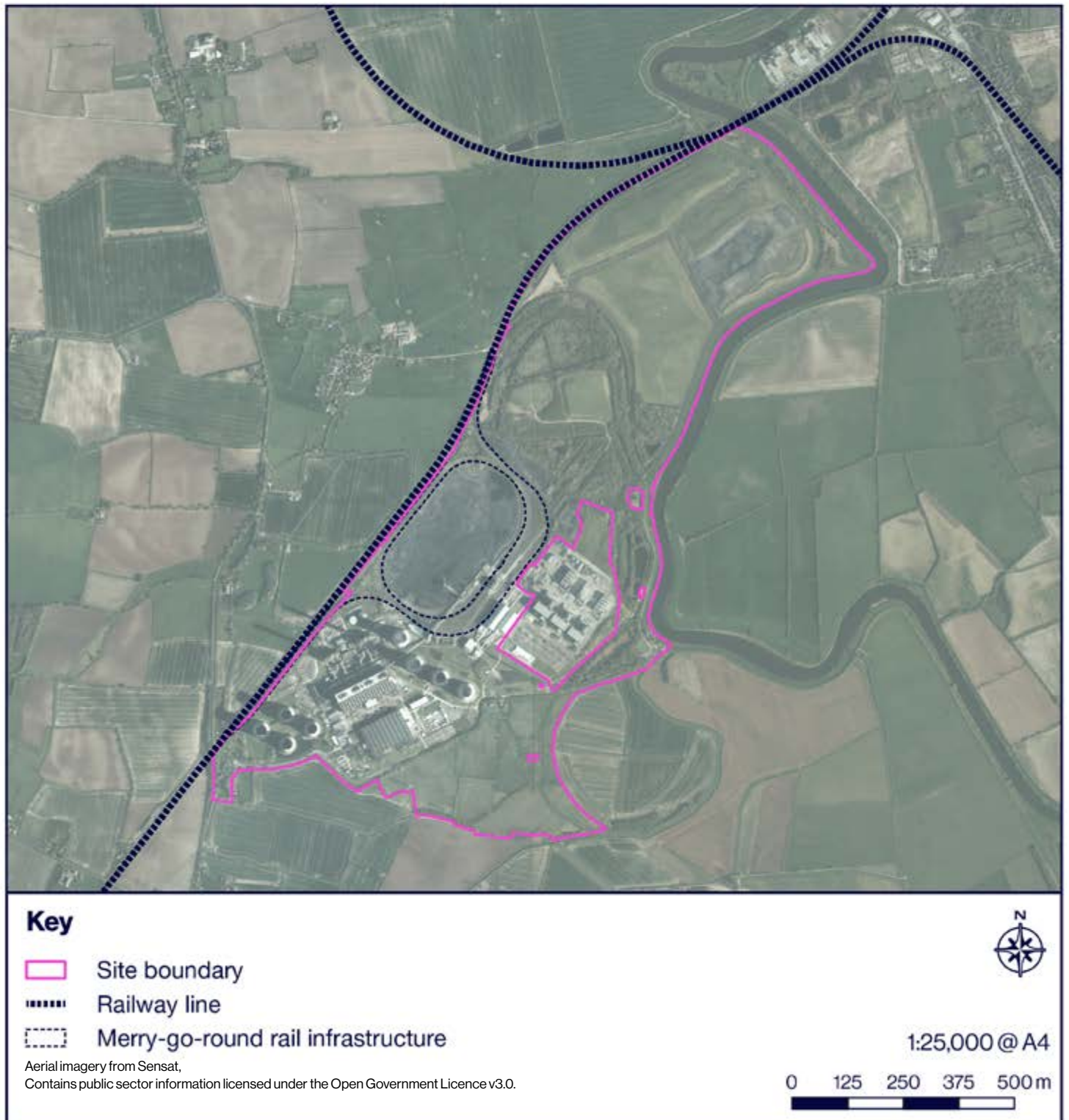
## 5.2 Local Transport Context

### Local Rail Network

5.2.1 The Sheffield to Lincoln train line runs along the northern boundary of the Site (**Figure 11**) and connects to the wider rail network at Sheffield, Shireoaks, Worksop, Retford, Gainsborough and Lincoln. From Sheffield, Retford and Lincoln in particular, there are onward connections on to a wide range of destinations in the north and south. Numerous freight services run on the Doncaster to Lincoln route. The high freight volume limits the number and frequency of passenger trains running on this route.

5.2.2 There is a significant merry-go-round rail freight facility already at the Site (**Figure 12**), previously used to deliver bulk materials to, and remove waste from, the West Burton A power station. This facility is connected to junctions onto the Sheffield to Lincoln rail line, although it is currently mothballed.

Figure 12: Existing West Burton merry-go-round rail infrastructure



- 5.2.3 Freight traffic has decreased significantly since operations ceased at West Burton A, and the sister power station at Cottam A.
- 5.2.4 The nearest passenger rail stations to the Site are Gainsborough Central, Gainsborough Lea Road and Retford. These stations are well connected to rail routes running between Leeds and Lincoln, Sheffield and Cleethorpes. There are currently 19 passenger trains per direction passing the Site on a weekday.

**River and Port Network**

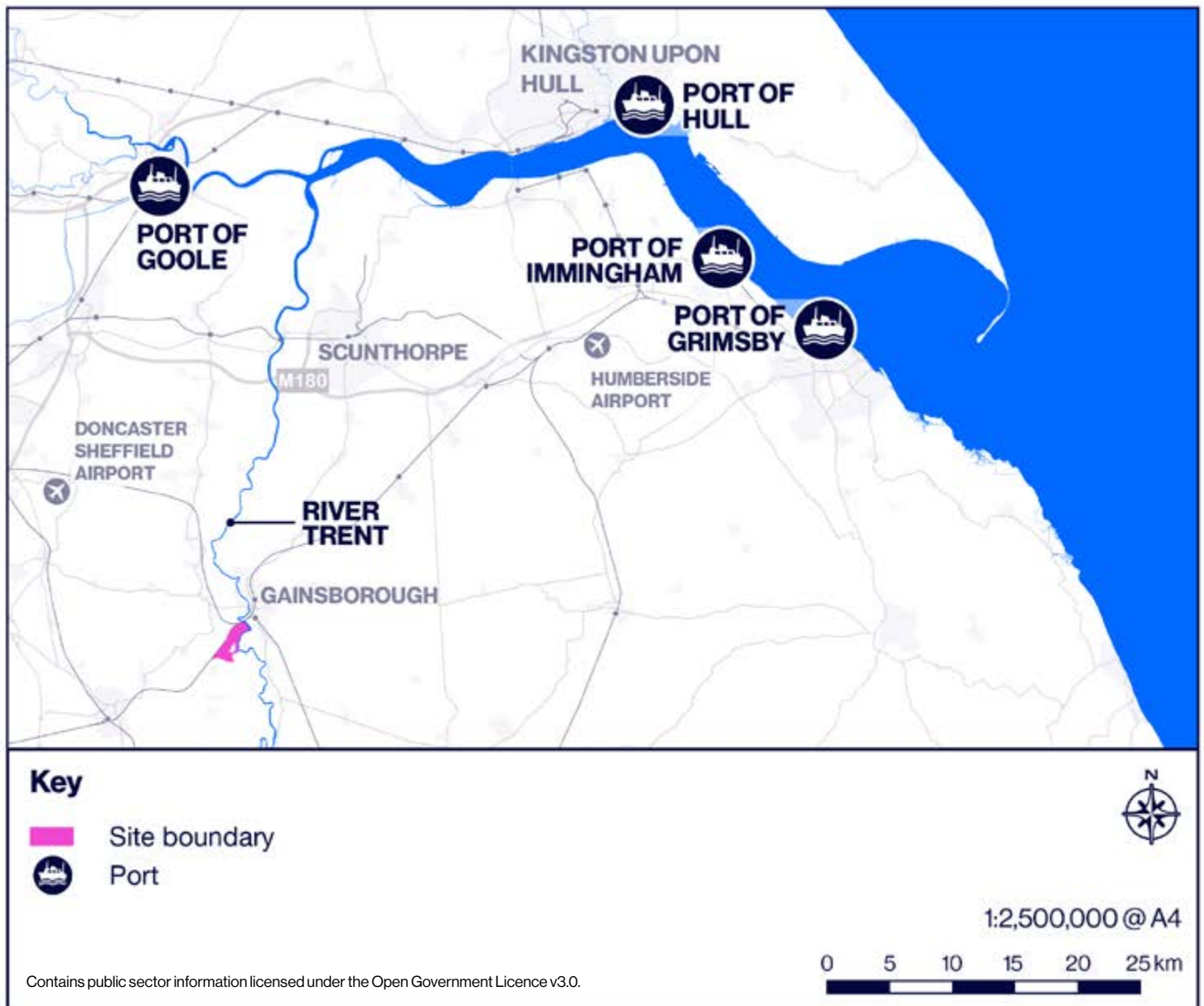
5.2.5 The Site is located to the west of the River Trent, which flows into the River Humber (**Figure 13**). Numerous cargo ports are located along the River Humber and serviced by international cargo freight carriers. Initial investigations and engagement indicate that the ports of Grimsby, Immingham, Hull and Goole would be able to handle, with some reasonable updates, the scale

and type of some construction materials needed for the Project.

5.2.6 The River Trent is sufficiently wide and deep to carry shallow barges, which could, if appropriate, help transport materials from the cargo ports to the Site. One-way river traffic is possible all along the river up to the Site for the vessels that could transport materials to the Site. In some areas, the river is wide enough to accommodate two-way traffic.

5.2.7 There are six existing River Trent wharves, all downstream from the Site. These may have the necessary facilities to handle construction materials and the spoil disposal if required. This is being explored further.

Figure 13: Location of the Site, the River Trent, and local port infrastructure

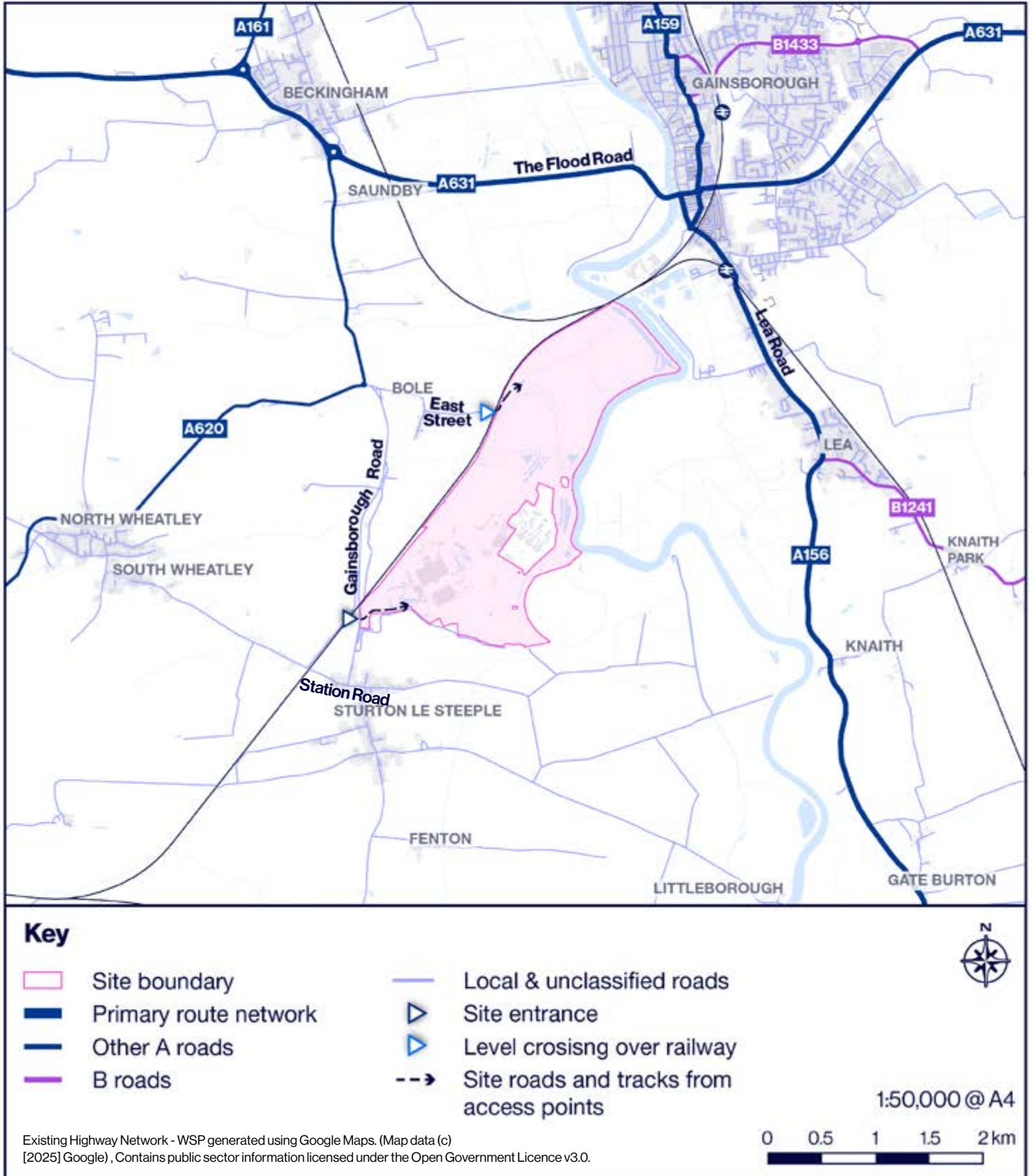


## Local Road Network

5.2.8 The highway access into the Site is on Gainsborough Road, approximately 600m north of Station Road and 150m south of the Retford to Gainsborough railway line (**Figure 14**). Gainsborough Road is a single carriageway that connects Beckingham (A620) and Bole (A620) in the north with Sturton le Steeple in the south.

5.2.9 Local villages to the south including Sturton le Steeple, North Leverton with Hablesthorpe, South Leverton, Treswell, Stokeham and East Drayton access the Site by the C-road which runs between the A620 and A57.

Figure 14: Existing highway network

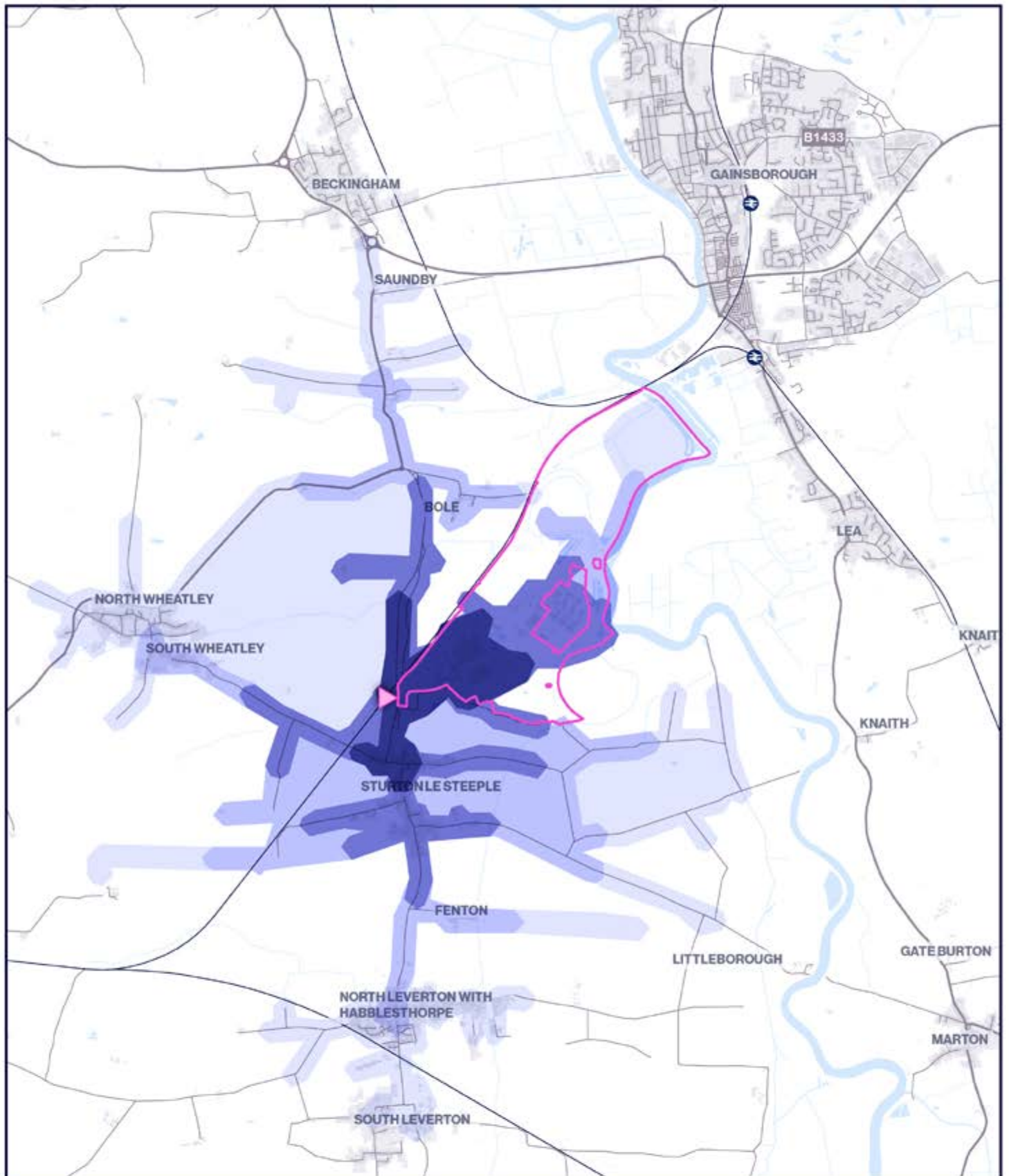


- 5.2.10 The A620 connects to the A1 west of Retford and the A1 connects with the A57, which continues towards Worksop, the M1, and the Sheffield area. The A1 and A1(M) form part of the Strategic Road Network maintained by National Highways along with the M1, M18, M180 and A46. These connect major urban centres such as Sheffield and Rotherham to the west, Scunthorpe to the north, and Nottingham to the south.
- 5.2.11 Traffic congestion is a feature for some roads in the local area. For example, there is peak hour traffic congestion in Retford in both directions along the A620, on the A631 in Gainsborough at the traffic signal junction with the A156, and at the A631 junction with the A638/A614 in Bawtry.
- 5.2.12 Department for Transport road safety data for the local highway network shows that the severity of road traffic collisions within the study area is comparable with the rest of Great Britain.
- 5.2.13 There are limited bus connections in the immediate vicinity of the Site. The nearest bus stops, on Station Road, are approximately 10–15 minutes' walk south of the Site's entrance.

#### **Local Walking and Cycling Routes including Public Rights of Way**

- 5.2.14 There is limited walking and cycling infrastructure in the vicinity of the Site. There is a footway on the eastern side of Gainsborough Road that connects with villages to the south: Sturton le Steeple, North Wheatley, South Wheatley, North Leverton with Hablesthorpe, and South Leverton are accessible on foot within an hour. However, there is no footway provision serving villages to the north of the Site entrance.

Figure 15: Access to the site by foot within 60 mins



**Key**

-  Site boundary
-  Site access

**Walking time**

-  15 mins
-  30 mins
-  45 mins
-  60 mins

The Public Right of Way layer has been generated by WSP, an interpretation of data held by Nottinghamshire CC and Lincolnshire CC. Contains public sector information licensed under the Open Government Licence v3.0.

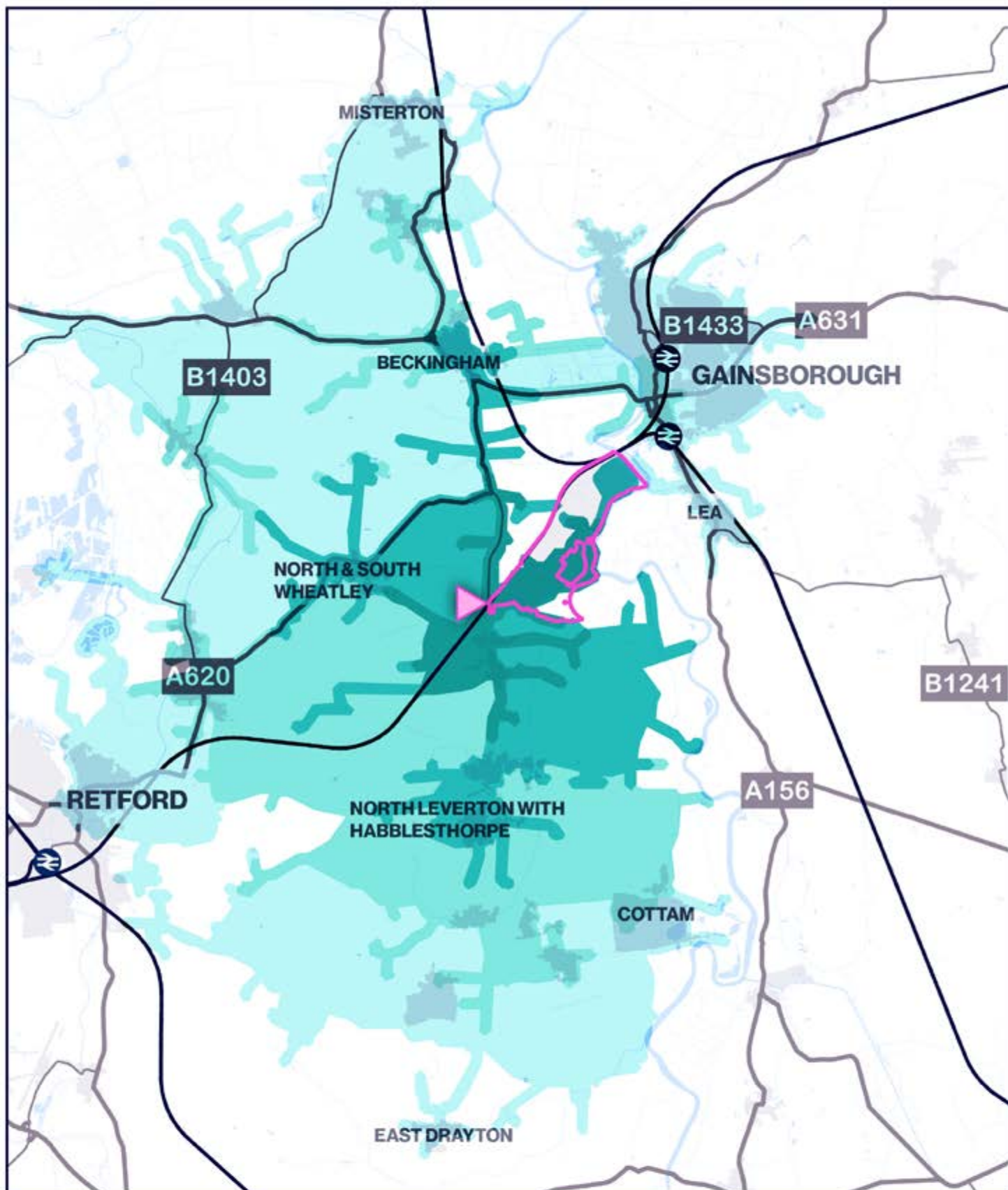


1:50,000 @ A4



5.2.15 Cycle route infrastructure near the Site is limited to a narrow, shared use path on the A620 and A631 between the Retford and Gainsborough Garden Centre (4km north of the Site) and Gainsborough. On this route, it would take approximately 30 minutes to cycle to Beckingham and 50 minutes to cycle to Gainsborough town centre from West Burton (**Figure 16**). The centre of Retford is 60 minutes away.

Figure 16: Access to the site by cycle within 60 mins



**Key**

-  Site boundary
-  Site access

**Cycling time**

-  15 mins
-  30 mins
-  45 mins
-  60 mins



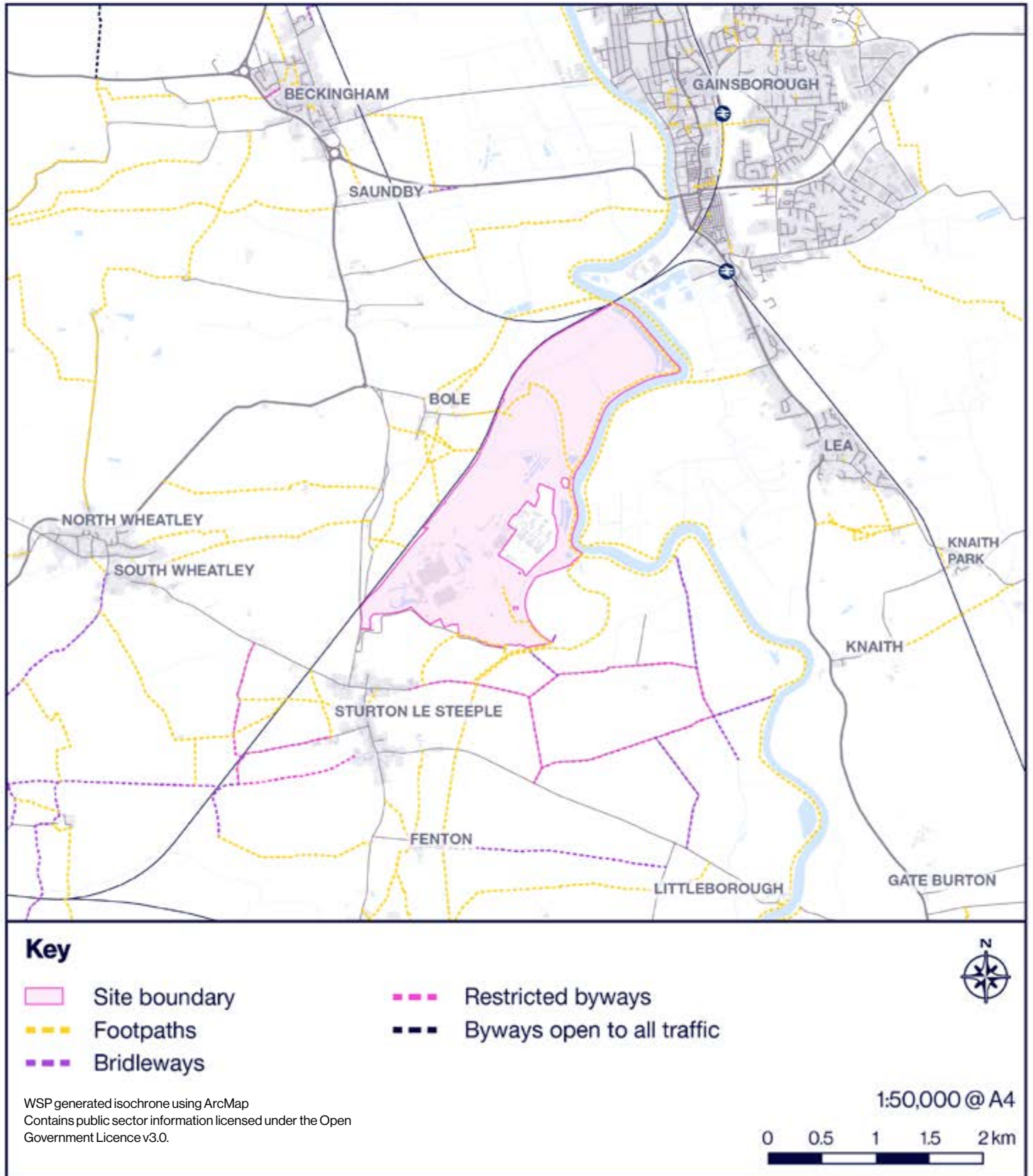
WSP generated isochrone using ArcMap,  
 Contains public sector information licensed under the Open  
 Government Licence v3.0.

1:100,000 @ A4



5.2.16 There are several registered Public Rights of Way crossing the Site or near it (**Figure 17**). These primarily consist of narrow and unsurfaced paths that would not be suitable for significant use in their current form.

Figure 17: Public Rights of Way Network



## 5.3 Emerging Transport Strategy

5.3.1 Our emerging transport strategy sets out our initial thoughts for the movement of freight and people, focusing on the construction phase of the Project, when potential transport and traffic impacts are likely to be at their greatest.

5.3.2 We are following an evidence-based process to assess potential transport impacts. It will not be possible to eliminate every transport impact on the local transport network. However, the aim is to significantly reduce and manage transport impacts, through mitigation, where necessary, during the construction and operation phases.

5.3.3 Our emerging transport strategy has two strands:

5.3.4 Our emerging transport strategy is to promote the most sustainable forms of transport, and to reduce reliance on the road network, where possible. We intend to follow an approach that determines:

- preference for rail and river transportation of freight;
- preference for rail transportation, then Park and Ride, for construction workers;
- where river or rail transportation is not possible then managed, consolidated road transport would be used, supported by measures including a freight management facility.

### Our Freight Transport Strategy aims to:

- Describe how we would transport the materials needed to build the Project to the Site, as well as how we would dispose of materials excavated from the Site. Our aim is to move materials by rail and river, where possible, to minimise the number of journeys taken by heavy goods vehicles (HGV) on the road network.
- If possible, reduce construction traffic, such as HGV movements, by maximising the use of the railway and the River Trent to transport bulk materials to and from the Site as much as possible.
- If possible, utilise the River Trent to transport particularly large deliveries.

### Our Construction Workforce Transport Strategy aims to:

- Enable construction workers to travel by rail where feasible.
- Reduce construction worker traffic on the roads near the Site, by developing Park and Ride sites which would take workers to the Site by a dedicated bus service, limiting on-Site parking and encouraging car sharing.

## 5.4 Policy Context

5.4.1 The transport strategy is informed by an assessment of the possible transport impacts of the Project. If they are required, mitigation measures would be designed to meet national and local policy and guidance. We are following best practice assessment techniques, as required by NPS EN-1, including the modelling tools we deploy and engaging with National Highways and local highway authorities to consider all transport modes, including walking, cycling, road, river and rail.

5.4.2 In summary, national policy and guidance will shape the emerging transport strategy in a number of ways, including principles such as:

- demand management to reduce the number and impact of trips will be considered before designing in new infrastructure;
- modal shift to more environmentally sustainable alternatives such as rail and river will be considered where feasible;
- schemes to facilitate walking, cycling and public transport use will be introduced where feasible, to allow efficient service access and provide vehicle charging facilities;
- the establishment of a travel plan(s) to monitor and manage likely impacts;
- ensuring that the Project does not give rise to any unacceptable adverse impacts on highway safety or congestion after mitigation measures are taken into account.

5.4.3 In addition, regional transport policy (like Nottinghamshire's Local Transport Plan (LTP3) and the Lincolnshire Local Transport Plan (LTP5)) promotes transport improvements that support economic growth, create access to employment and training opportunities, and tackle carbon emissions.

## 5.5 Traffic Model Methodology

5.5.1 In line with best practice, and in consultation with the local highway authorities and National Highways, we have developed a strategic traffic model to identify and test the potential traffic implications of the Project.

5.5.2 The model forecasts traffic volumes and delays on roads and junctions, in specific modelled hours. This helps us identify any capacity issues related to the Project, which can help inform the emerging workforce and freight transport strategies and, if needed, any mitigation.

5.5.3 The model helps us understand which roads construction workers and deliveries may use, and when.

5.5.4 The Project traffic modelling will be refined as the proposals evolve; in addition, modelling that shows the operation of individual junctions will be undertaken where appropriate.

## 5.6 Freight Transport Strategy

### Freight and Construction Materials Needed to Build the Project

5.6.1 The construction of the Project would require the movement of a wide range of construction materials to the Site, as well as the removal and disposal of excavated materials and waste. We are planning the co-ordination of these, including the most appropriate transport modes and routes, to minimise the disruption to the local area.

5.6.2 Whilst we are undertaking geotechnical testing of the Site to better understand the volume and types of materials that would need to be removed, we know a significant volume of materials is expected to be excavated. The material will comprise different types, and while significant re-use on-Site is expected, there would be a need to transport some material off-Site to a variety of different locations for disposal. This would be in addition to the waste generated during the construction process that would also need to be taken off-Site and disposed of.

5.6.3 Additionally, materials would also need to be brought to the Site to construct the Project. This would include cement; materials for backfill; crushed rock; sand and gravel aggregates to manufacture concrete on-Site in a batching plant; steel reinforcement (rebar) used in reinforced concrete; steel and non-steel products for reinforcement; structural steel beams and girders for buildings; bitumen for road surfacing; and a variety of other materials.

5.6.4 Our work to date shows that there are several locations in the East Midlands that could be sources of cement, crushed rock, sand and gravel for the Project. Some are accessible by rail, which is our preferred mode of transporting these goods where feasible. Other locations in the East Midlands are likely to be able to accept spoil and waste. We are working closely with stakeholders including the Minerals Products Association, the British Association of Reinforcement, the East Midlands Aggregates Working Party and the East Midlands Regional Technical Advisory Body on Waste, to develop these plans.

5.6.5 In addition, we expect that AILs would also need to be delivered to the Site. These are expected to comprise two types:

- Construction equipment (e.g. cranes, excavators, temporary buildings and piling rigs). These arrive primarily at the start of the construction phase, although would continue to arrive and depart throughout construction as site requirements change. Construction AILs would be transported to the Site via a combination of trucks and barges, with a preference of the greenest mode of transport where feasible.
- Prototype fusion power plant components: These would arrive towards the end of the construction phase. Our intention is for these to be transported to Site via the River Trent, where feasible.

## Transporting Freight by Rail

5.6.6 As part of the emerging freight transport strategy we are examining ways to maximise the use of the railway to transport the materials described above, and where feasible, to minimise the number of HGV movements on the local roads travelling to and from the Site.

5.6.7 The Site is already connected to the rail network. Sources of materials, as well as waste disposal sites, are connected to the Site by the rail network. We are investigating the feasibility of establishing routes to these locations to transport freight by rail.

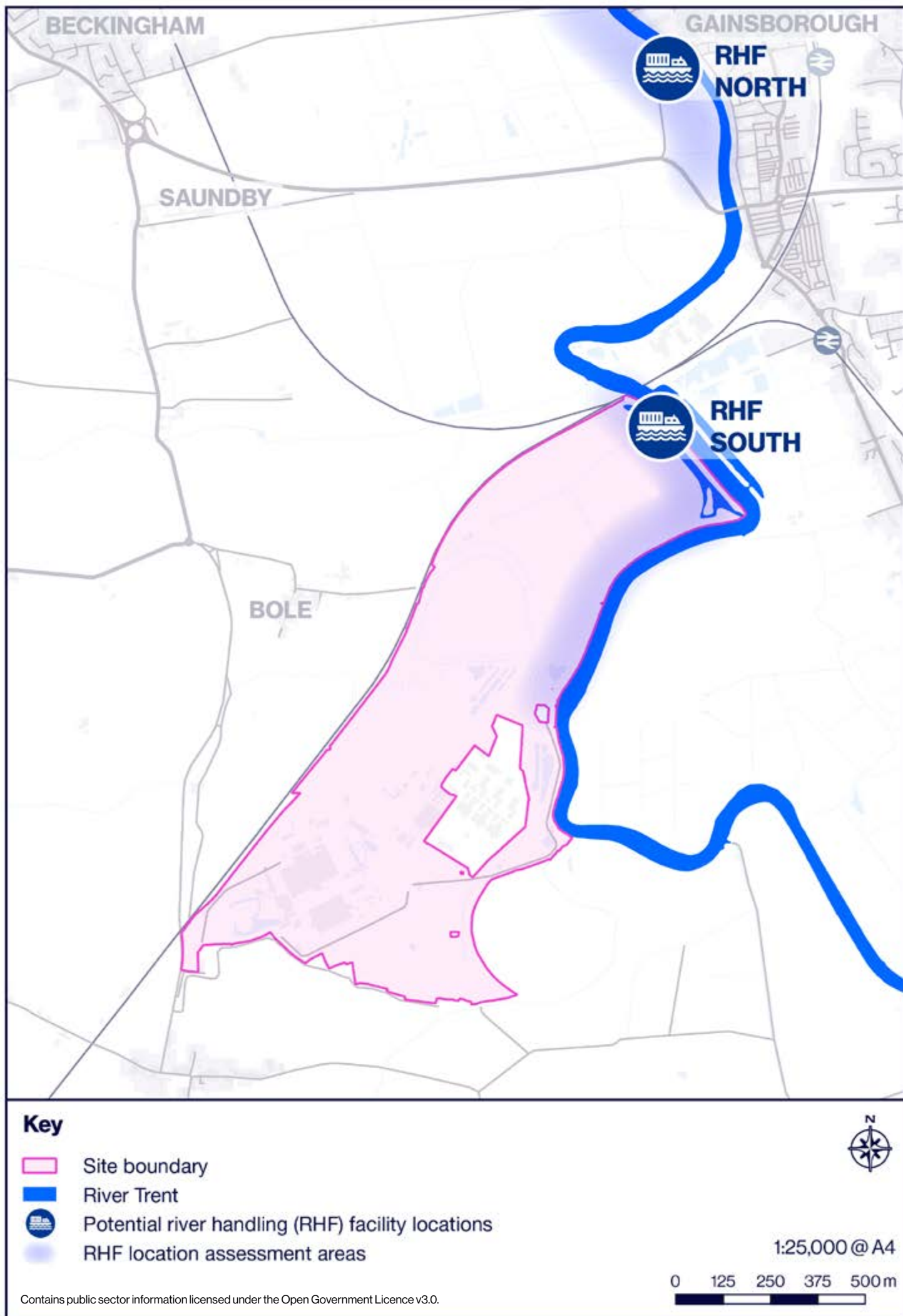
5.6.8 While there are already rail facilities on the Site, from when West Burton A power station required frequent coal deliveries, these facilities are not suitable for the Project's needs. We are undertaking studies to see how we could accommodate a new freight rail facility to enable the transportation of materials to and from the Site by rail. This includes considering the flexibility needed for different material handling requirements and stockpiling needs. We will continue to test and develop our proposals, including testing the quantity of materials we can reasonably transport by rail to the on-Site rail facility, and identifying the availability of train paths to and from the Site.

5.6.9 We will also need to ensure that the proposed rail freight operation would be operable alongside any existing or proposed passenger operation. We will engage with stakeholders to determine if there are sufficient availability of wagons and associated facilities able to accommodate these needs during the construction phase, given the complexity of transporting such a variety of materials by rail. Network Rail will continue to be consulted about the potential impact of the proposed rail freight facility and operation on main line operations. The use of rail freight facilities for the operational phase will be developed, and the detail will be included in a subsequent stage of consultation.

## Transporting Freight by River

- 5.6.10 As part of the emerging freight transport strategy, we are also examining possible options to maximise the use of the River Trent to transport AILs and suitable bulk materials, where feasible.
- 5.6.11 The main constraints of using the River Trent to transport freight are the four bridges, the tight river bends and the shallow water depths. Whilst the majority of AILs could pass beneath the four bridges south of The Humber and reach the Site, there are likely to be some that cannot. There are also important seasonal factors to consider, as particularly large AILs may be restricted to being transported to only certain times of each year.
- 5.6.12 Engineering interventions – such as dredging sections of the river, placing stockpiles between the ports and Site, or adjusting freight transport operations – can reduce potential construction delays by aligning deliveries with Site needs. However, this requires careful consideration and studies, including the possibility of component fabrication and assembly on the Site, before we can confirm the type and quantum of materials that could be brought to Site using marine infrastructure.
- 5.6.13 As part of our options appraisal, we are looking at the possibility of operating two River Handling Facilities (RHF): RHF South, located at the Site; and RHF North, north of Gainsborough Road Bridge, which are illustrated in **Figure 18**.
- 5.6.14 We estimate that the AILs deliveries would be evenly accommodated across the two RHFs. RHF North, if built first, could also be used as an early construction wharf for mobilisation of the construction phase. RHF South could also handle the import of construction materials and spoil removal.
- 5.6.15 Ideally, we would have only one RHF (RHF South), located at the Site, to minimise the need for additional transportation of freight once it has arrived at the Site. However, initial investigations have shown that some of the AILs may not be able to pass beneath the A631 Gainsborough Road Bridge and so would not be able to reach the Site exclusively by river.
- 5.6.16 Under this option RHF North would handle this freight. Freight arriving at RHF North would need to be transported onwards to the Site via a temporary haul road. If required, further information on this would be included in the Stage Two consultation.

Figure 18: Potential locations for RHF South and RHF North



## Transporting Freight by Road

5.6.17 Materials that could not feasibly be transported by rail or river would be transported by HGVs on roads. Movement of HGVs across the network will need careful planning, taking account of traffic conditions at different times of day, and sensitive locations such as schools or residential areas.

5.6.18 We are developing our thinking on how best to manage the transportation of construction freight by road. These include:

- **A Freight Management Facility (FMF)** which would be located away from the Site on the local transport network. This facility would be a gateway for HGVs to pass through to reduce traffic congestion at the Site entrance and on local roads. The facility would be located close to the Strategic Road Network (A1; A1(M); M1; M18; M180). HGVs would need to stop and be checked before being released to travel to the Site at a controlled rate. In addition to controlling the arrival rate of HGVs, we will look at the possibility of using the facility to consolidate deliveries, reducing the number of vehicles heading to the Site. We are in the process of identifying the most appropriate location for the facility and will share our proposals for this at a future stage of consultation.

- **A principal HGV route** would be established as the key corridor for HGV traffic. The purpose of this route would be to protect local villages and rural roads from this traffic, reducing impacts on aspects such as noise, air quality, severance and amenity. The HGV route to the Site would be determined by the location of the FMF. The location and route would be informed by ongoing traffic modelling and engagement with stakeholders. HGVs would not be permitted to use any other routes, including those to the south of the Site to and from the A57 or Gainsborough Road bridge.

- **Management of the road network and traffic in the movement of AILs.** In the early years of construction, some AILs may need to be transported to the Site by road. These loads could include contractor plant (e.g. cranes, excavators, machinery or large prefabricated structures). Movement of AILs require special permits, and we would work with police or private escorts and the highway authorities to ensure we transported AILs in the most appropriate way.

- **A Construction Traffic Management Plan (CTMP)** would be implemented to control all freight movements by road. The CTMP would aim to minimise, as far as practicable, the impact of construction traffic movements on communities and other road users in the vicinity of the Site. It would contain information on prescribed routes for construction traffic to follow, restrictions on movements at certain times of day at sensitive locations, required behaviours of HGV drivers and details of the required monitoring, correction and enforcement regime for the Site. The CTMP would be developed with stakeholders and likely be a formal requirement of the DCO, if granted consent.

- **A Traffic Incident Management Plan** would include protocols for construction traffic in the event of a major traffic incident occurring on the highway network within the vicinity of the Site. This would enable emergency services to respond to incidents and mitigate the potential for traffic congestion to occur because of construction traffic movements.

- **Highways Improvements.** The traffic model will be used to assess impacts on the highway network and inform the need, if any, for mitigation. This could include physical highway mitigation such as local junction improvements.

5.6.19 In summary, the key aim of the emerging freight management strategy is to optimise the movement of freight by rail and river, thereby minimising the number of HGV movements to and from the Site.

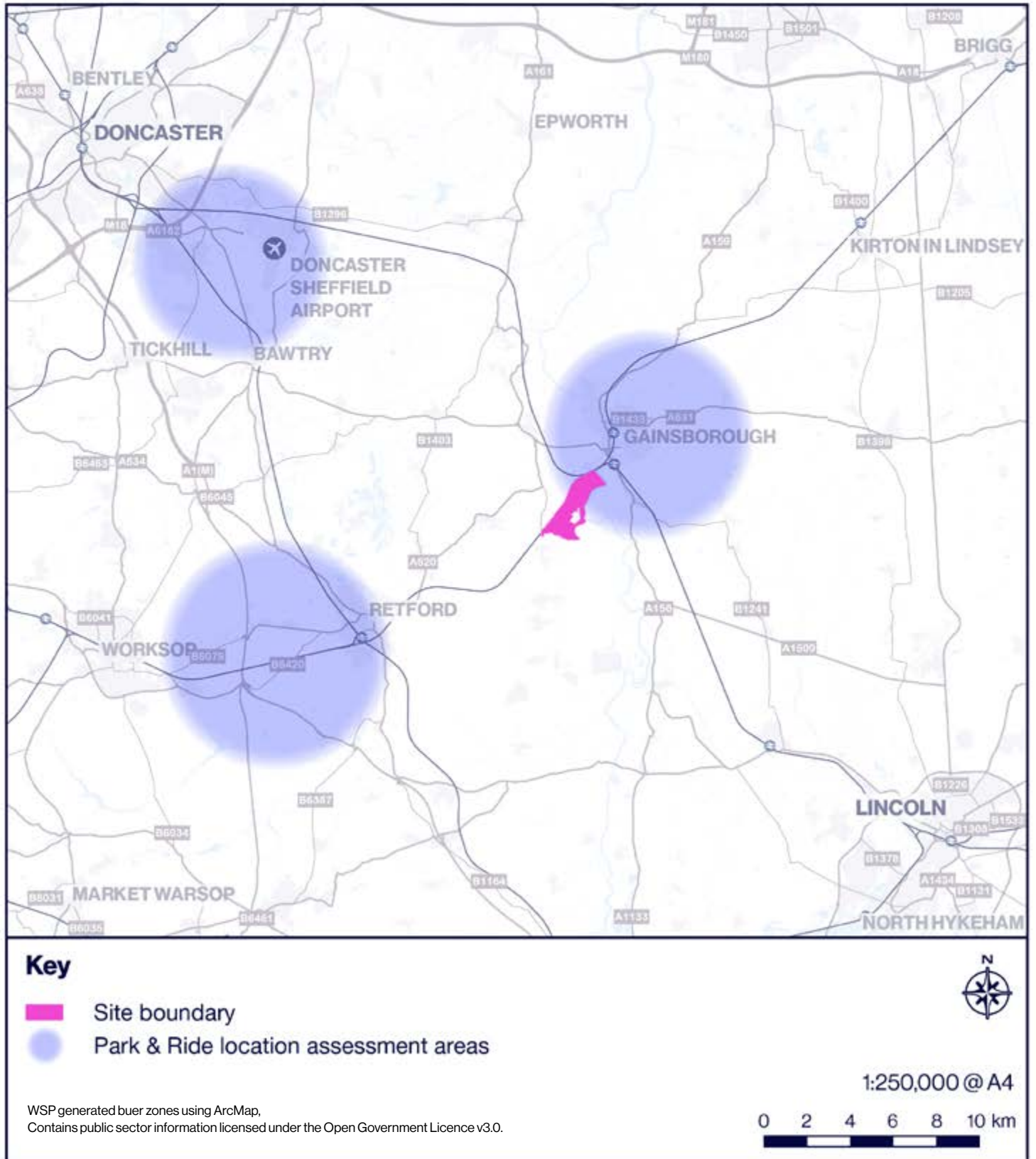
## 5.7 Construction Workforce Transport Strategy

- 5.7.1 Our current best estimate is a peak construction workforce of approximately 8,000 workers. The Site is accessible from Mansfield, Chesterfield, Sheffield and Grimsby within 60-minutes driving and Rotherham, Doncaster, Scunthorpe and Lincoln within 45-minutes driving. We estimate that a significant proportion of workers would live in Gainsborough, Sheffield, Doncaster, Rotherham, Retford and Lincoln during the construction period.
- 5.7.2 As scheme development progresses, our model will develop and be refined, considering more information at a greater level of detail, producing a more robust estimate of potential traffic impacts. With the benefit of the traffic model, we will develop our construction workforce transport strategy with the aim of reducing the volume of additional traffic on the local highway network. At this early stage, we are considering the proposals set out as follows.

### Passenger Rail

- 5.7.3 Where feasible, as many workers as possible would be enabled to travel to work by rail, thereby relieving pressure on roads and supporting sustainable travel aspirations. However, as the Project's construction would require significant volumes of bulk materials, it is crucial that any enhanced rail passenger service provision does not compromise the construction rail freight operation.
- 5.7.4 Initial analysis has explored options for how workers could access the Site by rail either via the geographically closest stations of Retford and Gainsborough Lea Road, then completing the journey by shuttle bus, or by rail directly to a new station at the Site. Our initial work has sought to identify any potential barriers to achieving this objective by assessing the capability of the existing rail infrastructure, timetable and train capacity to accommodate the anticipated number of passengers that the Project would generate. This requires further consideration; and our further work will be included in the Stage Two consultation.

Figure 19: Search Areas for Potential Park and Ride Sites



## Construction Workforce Park & Ride sites

5.7.5 To manage construction worker traffic on local roads, we are considering the provision of Park and Ride facilities in the wider area; with limited on-Site car parking. The provisional locations for these facilities have been informed by preliminary modelling as described above. The areas currently being considered are shown at **Figure 19:**

- North of Bawtry, adjacent to the A638 or A6182. A facility in this location would intercept construction workforce trips from Rotherham, Doncaster and the north-west.
- West of Retford, adjacent to the A620, B6079 or B6420. A facility in this location would intercept construction workforce trips from Sheffield, Chesterfield, Worksop, the west and south-west.
- Within the Gainsborough area, including adjacent to the A159, A631 or A156. A facility in this location would intercept construction workforce trips from Lincoln, Scunthorpe and the east, whilst also having the potential to collect workers from central Gainsborough.

5.7.6 These temporary (construction phase only) facilities would be developed to accommodate anticipated demand, with spaces provided for electric vehicle charging, minibuses, motorcycles, and bicycles. Use of these facilities would be mandatory for construction workers with certain home locations, who would be assigned a permit to a specific Park and Ride location based on their location of residence. These construction workers would complete their journey to Site via bus, significantly reducing the number of vehicles on the local highway network closer to the Site. Importantly, the location of these facilities would also remove traffic from the highway network before it reaches Bawtry, Retford and Gainsborough.

## Direct Buses from Gainsborough, Bawtry, and Retford

5.7.7 It is anticipated that direct buses would be run between the Site and Bawtry, Retford and Gainsborough (and potentially other locations) to collect construction workers who prefer not to drive or who do not own a car. These services, which would be coordinated with start/end of shift patterns, would include limited stops to provide a fast and efficient service to the Site.

## Improved Walking/Cycling Connections to Gainsborough

5.7.8 We are looking into opportunities to provide improved walking and cycling connections between the Site and Gainsborough, given the length of the existing route via the local highway network. This could involve upgrades to the existing Public Rights of Way network which runs alongside the River Trent or construction of alternative routes. The implementation of such improvements would need to be carefully considered against potential demand and cost-effectiveness, noting that these routes would need to be surfaced and lit to provide an attractive and realistic option for travel throughout the year.

## Controls to Stop Fly-Parking

5.7.9 Given the current intention to limit the number of parking spaces provided on-Site, there would be measures in place to control off-Site fly-parking. Similar schemes have been successfully run for other large-scale projects, whereby disciplinary procedures which can ultimately lead to workers' contracts being terminated are applied to prevent such behaviour.

## 5.8 Implementing a Construction Workforce Travel Plan

5.8.1 A Construction Workforce Travel Plan (CWTP) would be developed, and implemented by the contractor, with the purpose of:

- Managing and mitigating the transport impacts of construction workers travelling to and from the Site.
- Promoting sustainable travel modes, such as rail, direct buses, park and ride facilities, cycling, and car-sharing, to reduce reliance on private vehicles.
- Demonstrating compliance with the commitments secured by the DCO.
- Supporting local transport infrastructure by coordinating with local authorities and stakeholders.

5.8.2 The CWTP would offer a package of measures that deliver the objectives and overall vision for the Project. It is likely to include targets for travel by foot, cycle, bus and train. Should these targets not be met, corrective measures may be introduced.

## 5.9 Summary and Next Steps

5.9.1 With the benefit of feedback from this consultation, we will continue to develop our emerging transport strategy and associated proposals.

5.9.2 We will continue to engage with the Local Highway Authorities, Bassetlaw and West Lindsey District Councils, National Highways, National Rail, train and freight operating companies and marine organisations (such as Associated British Ports and Canal & River Trust).

5.9.3 We will be undertaking the following work in the coming months:

- Further analysis of how construction workers could travel to Site, informed by refinements in peak workforce assumptions, on-Site shift patterns, construction workforce profile and, based on updated gravity modelling, where the workforce are most likely to live.
- Refinement and scenario testing of emerging Project proposals and liaison with the highway authorities on the traffic model.
- Highway link and junction capacity analysis to identify the need for mitigation measures and inform design where needed.
- Development of the infrastructure requirements and measures needed to manage road freight transport.
- Road safety assessments to identify the need and nature of mitigation measures where necessary.
- Analysis of operational scenarios to determine the feasibility of improving the current rail service provision and further assessment of the benefits of local shuttle bus services. A key element of this further work will be engagement with bus companies, Train Operating Companies and Network Rail.
- Assessment of the Project's transport impacts during the construction phase.
- Scoping the Transport Assessment and transport chapter of the Environmental Statement.

5.9.4 We will share our developed strategy and proposals at a later stage of consultation.

# **6 ENVIRONMENT**

**6.1 INTRODUCTION**

**6.2 AIR QUALITY**

**6.3 CLIMATE CHANGE AND RESILIENCE**

**6.4 GREENHOUSE GAS EMISSIONS**

**6.5 GROUND CONDITIONS**

**6.6 GROUNDWATER**

**6.7 AQUATIC ECOLOGY**

**6.8 TERRESTRIAL ECOLOGY**

**6.9 HISTORIC ENVIRONMENT**

**6.10 HYDROLOGY, WATER QUALITY AND FLOOD RISK**

**6.11 LANDSCAPE AND VISUAL**

**6.12 NOISE AND VIBRATION**

**6.13 SUMMARY AND NEXT STEPS**

# 6 ENVIRONMENT

## 6.1 Introduction

6.1.1 We have embarked on a programme of environmental studies to understand the main environmental conditions of the Site. Given the early stage in the process, we thought it helpful to share some of the information we have collected in characterising the Site from a geographical and environmental context.

6.1.2 Our Stage Two consultation will provide details of how our studies are shaping the design of the Project, and an indication of the likely significant effects and our proposed mitigation. Ultimately, the application for consent to construct and operate the Project will be accompanied by an Environmental Statement (ES). The ES will report the outcomes of the Environmental Impact Assessment (EIA), which will be undertaken in accordance with the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

6.1.3 The EIA process will consider the likely significant environmental effects of the Project during construction, operation and decommissioning, and identify measures to avoid, minimise or mitigate any significant effects. The EIA process will also consider the potential for cumulative effects, in terms of inter-relationships between environmental factors as well as effects of the Project in combination with other development plans, programmes and projects, where this is appropriate. That information will include details on the full suite of environmental matters, including air quality; aquatic and terrestrial ecology; climate change and resilience; greenhouse gases; noise and vibration; ground conditions; historic environment; transport; socio-economics; landscape and visual; ground conditions; and hydrology and flood risk.

6.1.4 We welcome feedback on the proposals, as well as on the key environmental issues that have been identified for further consideration as part of the EIA process.

## 6.2 Air Quality

6.2.1 The continued operation of West Burton B, and potentially the extraction and management of PFA, are anticipated to be contributors to characterising the existing baseline. Additionally, local pollution sources such as vehicles, agriculture, industry and residential heating will contribute to the baseline.

6.2.2 When determining the baseline in relation to ambient air quality and human health, nitrogen dioxide (NO<sub>2</sub>) and particulate matter (sorted by size into PM<sub>10</sub> and PM<sub>2.5</sub>) are the main pollutants assessed in the UK. When determining the baseline in relation to ecological receptors, ammonia (NH<sub>3</sub>) and nitrogen oxides (NO<sub>x</sub>) are the main pollutants assessed in the UK, due to their contribution to nutrient nitrogen and acid deposition affecting sensitive habitats.

6.2.3 None of the air quality monitoring stations within the Bassetlaw District Council area have recorded annual mean NO<sub>2</sub> concentrations above the Air Quality Standard in 2023. This shows that the air quality in relation to NO<sub>2</sub> within Bassetlaw District Council is of 'Good' status.

6.2.4 The background concentrations in the relevant locality of the Site are within the World Health Organisation (WHO) Air Quality Guideline (AQG) values for PM<sub>10</sub>. However, background concentrations of PM<sub>2.5</sub> in the relevant locality of the Site are above the WHO AQG value, exposure to which is considered to be a major determinant of health.

6.2.5 Baseline studies are ongoing within the Site and in the local area to monitor NO<sub>2</sub> and particulate matter concentrations to enable assessment of human health and ecological impacts.

6.2.6 During both the construction and operational phases, emissions associated with the movement of vehicles would have the potential to impact human health and ecological receptors. During the construction phase, dust emissions would arise but would be appropriately managed through various measures that would be controlled through the adoption of a Construction Environmental Management Plan (CEMP) to mitigate any potential impacts on human health and ecological receptors. During operation, there is the potential for any combustion emissions from on-Site power generation to contribute to local pollutant concentrations. These effects would be controlled through a series of measures which will be identified in the Stage Two consultation.

### **6.3 Climate Change and Resilience**

6.3.1 A degree of climate change is expected over the lifetime of the Project due to historic greenhouse gas emissions and the lag in the climate system. To understand the vulnerability of the Project to climate change, and to align with planning policy (National Planning Policy Framework and NPS EN-1), it is important to understand how the climate may change, what impacts climate-related hazards may pose to the Project, and how the design and operation of the Project would respond and manage these changes through resilience and adaptation measures.

6.3.2 Potential impacts to the Project as a result of climate change are likely to manifest in damage or degradation of assets, increased maintenance, repair or replacement requirements, loss of power, access and egress issues and health and safety concerns. As part of the DCO process, a climate vulnerability assessment will be completed to support the scoping stage. This will identify the applicable project components and use climate projection data to consider the change in climate hazards across the short, medium and long term (to the end of the century). It will also consider exposure and susceptibility of the Project components to the climate hazards.

### **6.4 Greenhouse Gas Emissions**

6.4.1 The benefits of the Project include the production of low carbon energy, supporting wider UK environmental targets. The benefit of this energy, in Greenhouse Gas (GHG) terms, would be considered in the context of a whole life assessment of the asset, accounting for activities that give rise to GHG emissions in its construction, operation and future decommissioning. The whole life carbon assessment would provide a means of quantifying

the activities giving rise to GHG emissions and evaluating their significance in the context of UK GHG emissions and achievement of environmental targets.

### **6.5 Ground Conditions**

6.5.1 The extent and magnitude of contaminated ground (soil, gas and groundwater) have been assessed to enable consideration of materials suitable for reuse. Contamination of soil (primarily asbestos identified to date), and groundwater may need to be remediated if quantities exceed threshold values prior to construction start. Site investigations are ongoing, including the use of exploratory boreholes, and further details will be provided in the Stage Two consultation.

### **6.6 Groundwater**

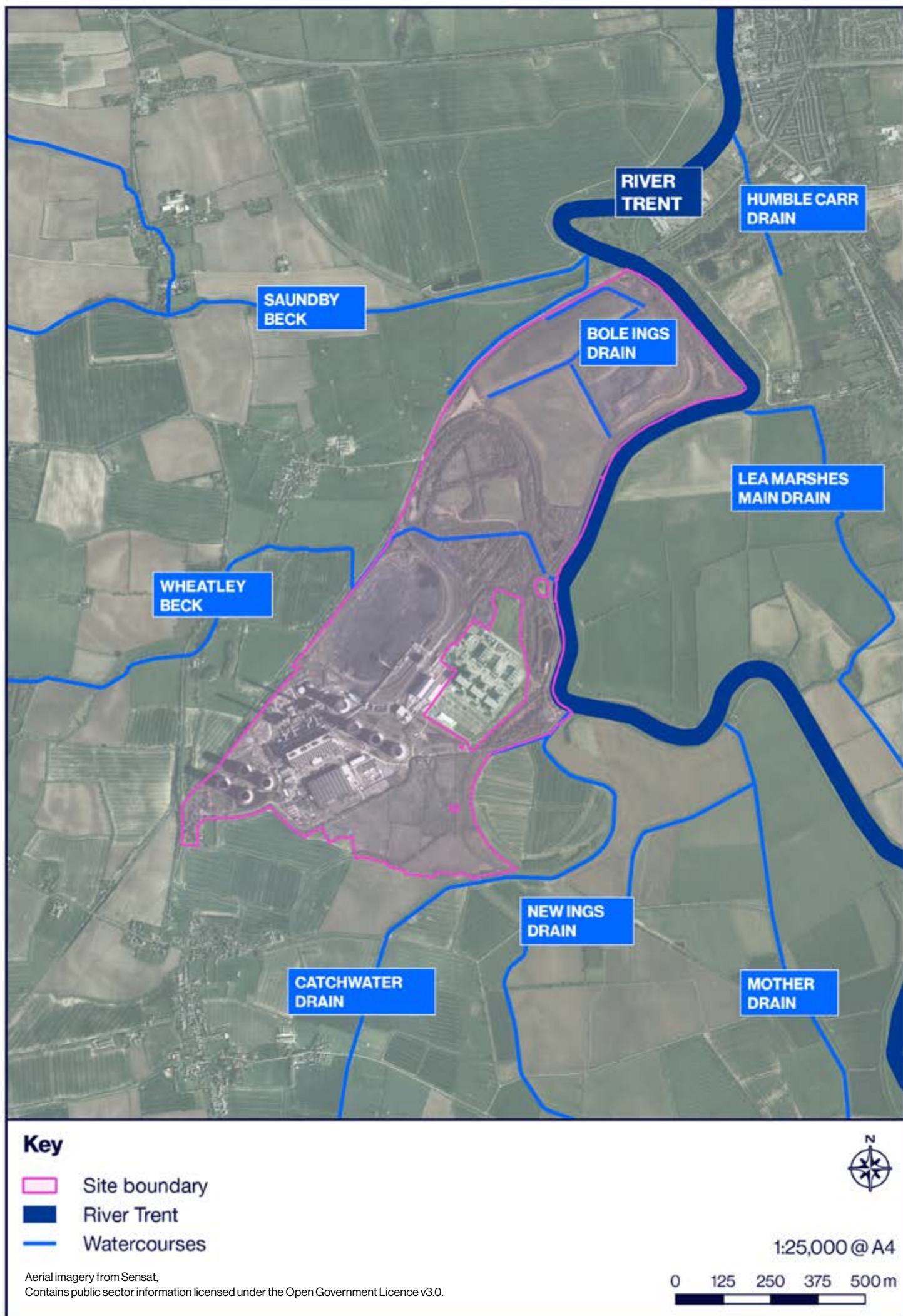
6.6.1 Groundwater levels for all deposits and strata across the Site are typically shallow, between 2 and 8 m below ground level, and available mapping shows that the Site is susceptible to groundwater flooding.

6.6.2 A combination of desk-based studies, ground investigations and numerical modelling has been undertaken to establish the current groundwater conditions. Work is now focussed on enabling a conceptual understanding of the groundwater flow regime. A runoff and recharge model has been developed to quantify the site water balance and to estimate the degree of groundwater recharge. This would enable us to understand whether there may be any potential impacts on the River Trent and nearby aquifer, and in parallel identify mitigation measures. Further details will be provided in the Stage Two consultation.

## 6.7 Aquatic Ecology

- 6.7.1 The Site is adjacent to the tidally influenced River Trent (**Figure 20**), that provides an important habitat for aquatic species, notably migratory fish such as European eel and salmonids. Aquatic features within the Site include an inactive angling lake, and three watercourses (Bole Ings Drain, Catchwater Drain, and Wheatley Beck).
- 6.7.2 The presence of invasive non-native species (INNS) (Mitten Crab, as well as Asian Clam, Signal Crayfish) has also been reported.
- 6.7.3 Aquatic ecology surveys have been conducted for eDNA, spring aquatic macroinvertebrates, fish, macrophytes, and ponds. These surveys were carried out within the Site on named watercourses (Bole Ings Drain, Catchwater Drain, and Wheatley Beck), unnamed ditch systems, and several isolated waterbodies, including an inactive angling lake. This work is ongoing, and results are being compiled.
- 6.7.4 Boat-based surveys have also been conducted on the River Trent to assess phytobenthos, macrophyte communities, bankside and benthic aquatic macroinvertebrates, fish populations, sediment composition, and water quality. The findings will establish baseline environmental characteristics of the River Trent in the locality of the Site and identify any potential constraints.
- 6.7.5 The presence of protected aquatic species is starting to be understood. The River Trent and the related aquatic ecology could be affected by activities such as water abstraction, discharges, noise and vibration, siltation, pollution run-off, and increased vessel traffic. Fish, aquatic macroinvertebrates and macrophytes are sensitive to these activities. This will all be considered further as the design and layout requirements for the Project are progressed.
- 6.7.6 Bole Ings Drain, Catchwater Drain, and Wheatley Beck and the River Trent are all Water Framework Directive (WFD) water bodies. As the Project would be subject to the Water Environment Regulations, we will undertake a WFD assessment in consultation with the Environment Agency regarding potential impacts and mitigation.

Figure 20: River Trent and watercourses in relation to the Site



**Key**

- Site boundary
- River Trent
- Watercourses

Aerial imagery from Sensat,  
Contains public sector information licensed under the Open Government Licence v3.0.



1:25,000 @ A4

0 125 250 375 500 m

## 6.8 Terrestrial Ecology

6.8.1 The Site is within the Impact Risk Zone (IRZ) that extends around Lea Marsh Site of Special Scientific Interest (SSSI), located less than 0.15km to the east of the Site and designated for floodplain meadow and wet pasture habitats.

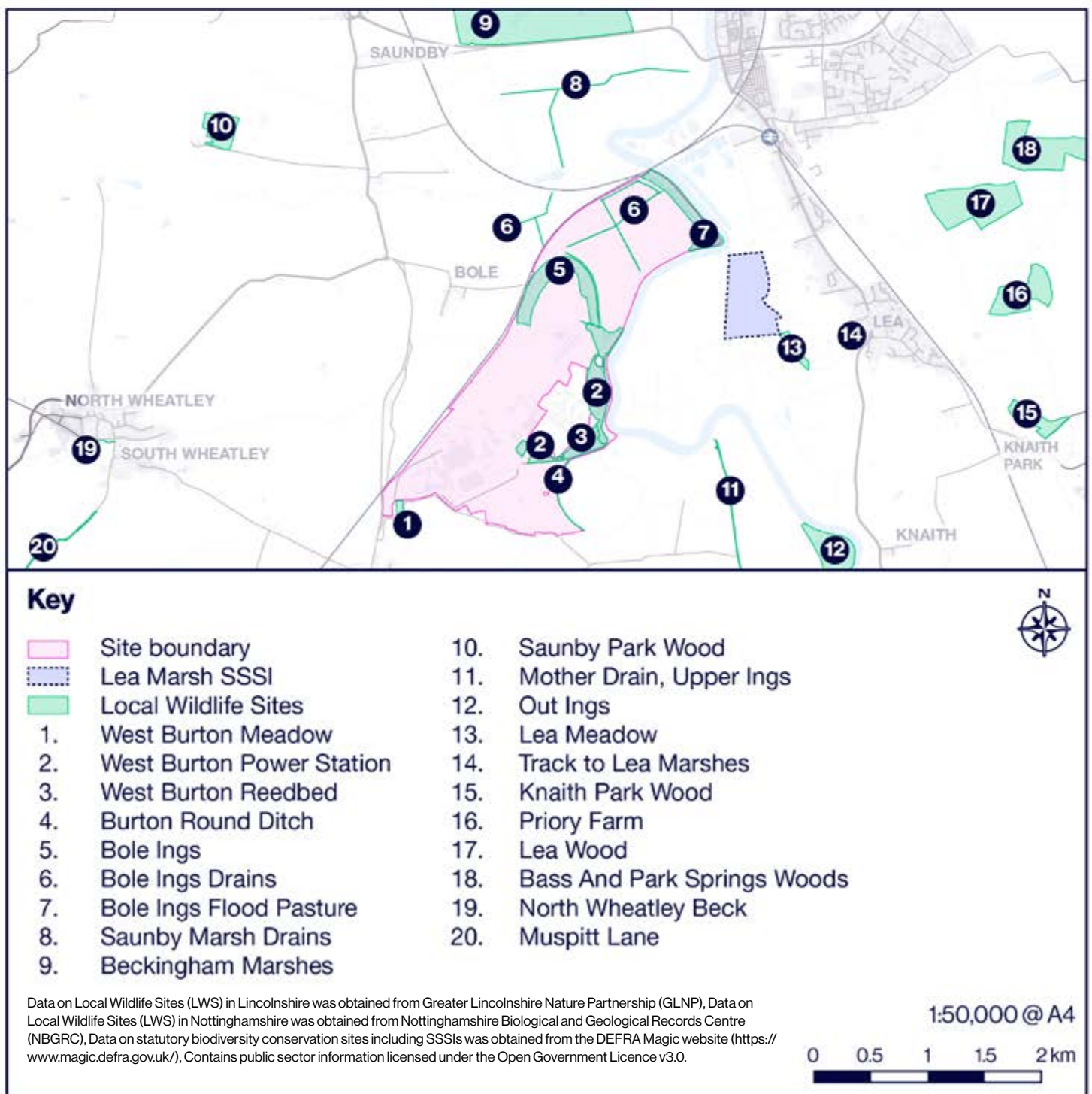
6.8.2 There are six non-statutory Local Wildlife Sites (LWS) within the Site (as shown in **Figure 21**): Burton Round Ditch LWS; Bole Ings LWS; Bole Ings Drains LWS; Bole Ings Flood Pasture LWS; West Burton Power Station LWS; and West Burton Reedbed LWS. These sites are designated for a variety of habitat types and associated flora and/or invertebrate fauna.

6.8.3 A number of ecological surveys have been carried out to record the baseline status and distribution of habitats and species at the Site.

6.8.4 As shown in **Figure 22**, The range of habitat types within the Site includes lowland fen, deciduous woodland, hedgerows, scrub, reedbeds, open mosaic habitat, grasslands, ponds and ditches. This includes habitat types that are national and/or local biodiversity conservation priorities.

6.8.5 Several species that are legally protected and/or national biodiversity conservation priorities are present within the Site, including otter (*Lutra lutra*), badger (*Meles meles*), brown hare

Figure 21: Local Wildlife Sites & SSSI



(*Lepus europaeus*) great crested newt (*Triturus cristatus*), grass snake (*Natrix helvetica*) and various species of bats, birds and invertebrates.

6.8.6 The Site includes several INNS of plants that are legally controlled as they pose a threat to native habitats/species, including Himalayan balsam (*Impatiens glandulifera*), Canadian waterweed (*Elodea canadensis*) and potentially one of the legally controlled *Cotoneaster* species.

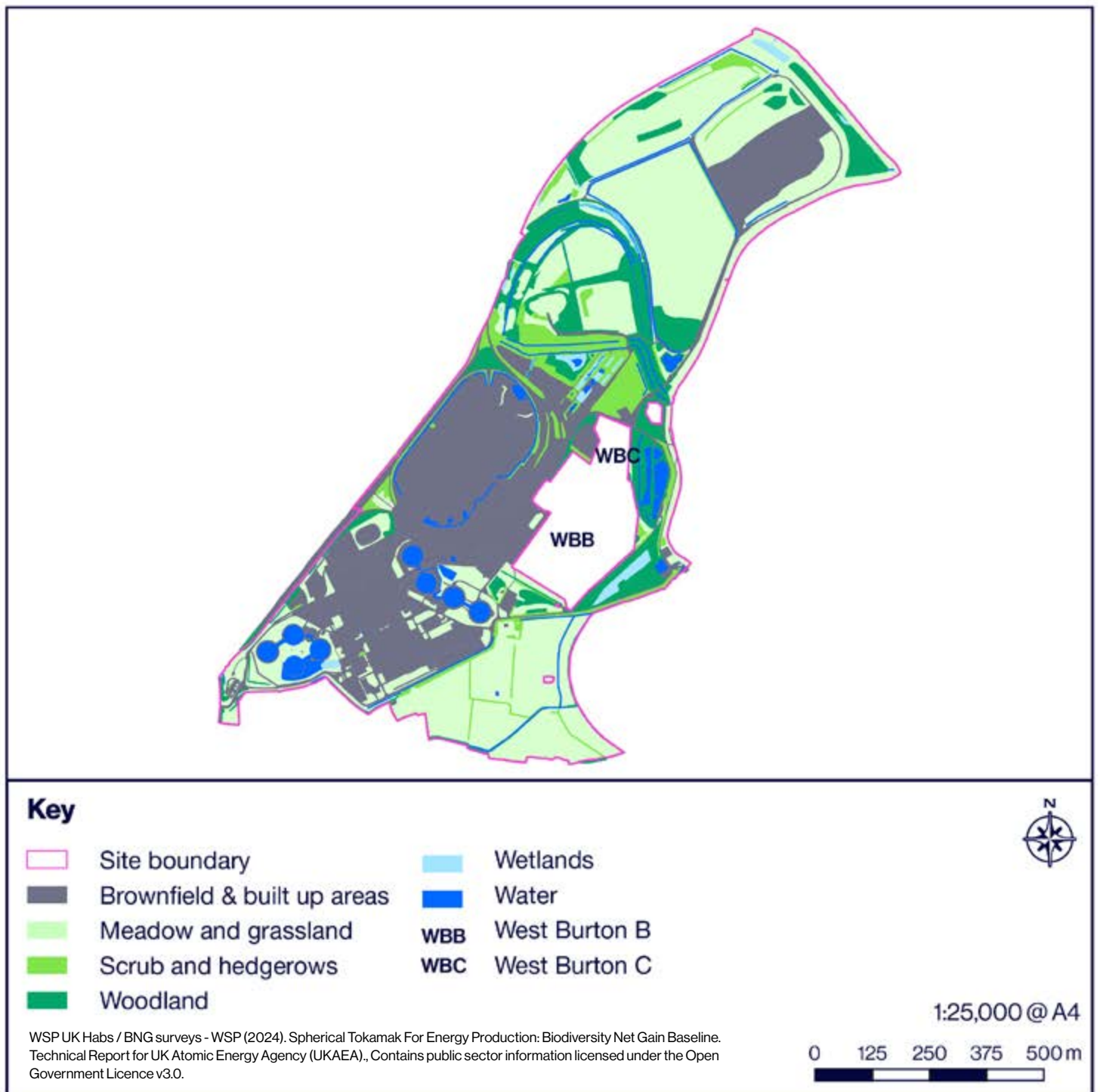
6.8.7 The Project has the potential to result in habitat losses within LWSs. LWSs are of biodiversity conservation importance at a county-level. Any loss of habitat types that are biodiversity conservation priorities and/or challenging to

recreate would potentially occur over relatively small areas.

6.8.8 A variable tract of habitat including woodland, scrub, reedbed, lowland fen, neutral grassland, ponds and ditches extend through the centre of the Site, encompassing Bole Ings LWS, West Burton Power Station LWS and West Burton Reedbed LWS. This is also a core area of habitat for great crested newt and grass snake, amongst other species. The ongoing iterative design process will continue to review the feasibility and challenges of retaining this habitat corridor.

6.8.9 Plans to mitigate the effects of the Project on biodiversity are likely to include displacement

Figure 22: Land Uses



of legally protected species from the physical development footprint, into suitable predetermined receptor habitats. The receptor habitats would be enhanced in advance to maximise their suitability for these species. Displacement of badger, bats and otter is potentially required, as well as trapping and translocation of great crested newt and grass snake. Species displacement and translocation would take place once a DCO or other planning consent is in place and the requisite Natural England licences have been obtained.

- 6.8.10 Ongoing data collection within the Site and perimeter area will continue to characterise the biodiversity baseline against which the predicted effects of the Project are to be assessed as part of the EIA and DCO process. Baseline data collection will also begin to inform plans to mitigate predicted adverse effects on species populations, and to achieve a biodiversity net gain (BNG) in accordance with relevant legislative requirements. Baseline data collection will be extended to include associated development and potential mitigation land. The BNG assessment will be refined to explore options for the achievement of BNG targets.

## 6.9 Historic Environment

- 6.9.1 There are several designated heritage assets in the vicinity of the Site, including the Gainsborough Riverside Conservation Area to the north-east, which is comprised of 18th and 19th century warehouses, wharfs and homes. Saundby Conservation Area is located 1.5km north-west of the Site and Wheatley Conservation Area is located 2.3km to the west, both of which are historic villages containing listed buildings. Other listed buildings are also located within Sturton le Steeple located 650m south of the Site and in the hamlet of Bole, situated 450m east.
- 6.9.2 An early-stage Historic Environment Desk-Based Assessment (HEDBA) and a Geoarchaeological Baseline Report (GBR) have been prepared for the Site.
- 6.9.3 The scheduled monument of West Burton is located in the south of the Site and is of national importance. Its setting is a consideration in the context of the Project. The settings of other designated assets within the vicinity of the Site will also be a consideration. Whilst previous development is likely to have caused disturbance to shallow archaeological remains, effects on deposits of paleoenvironmental interest will required assessment.

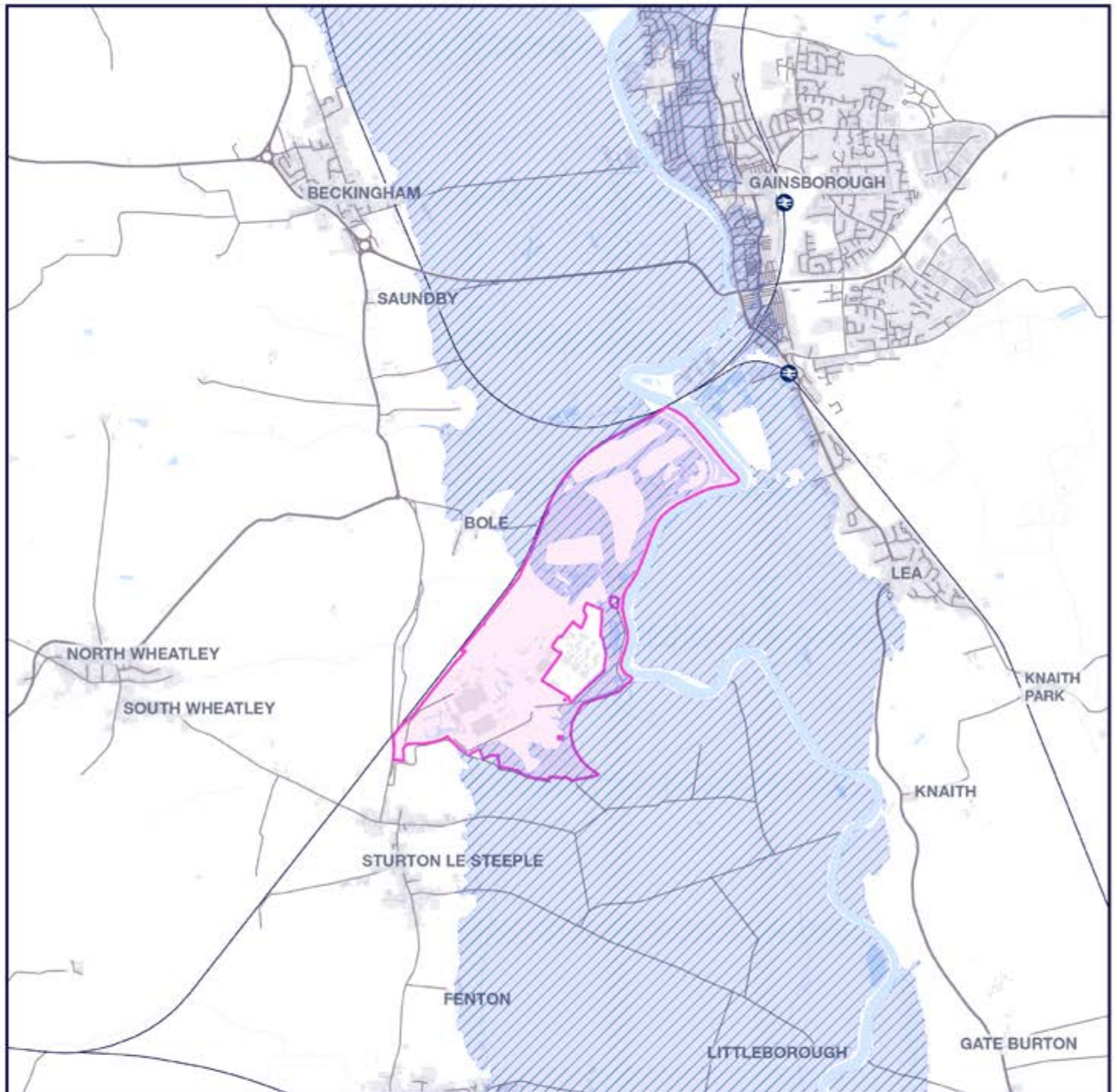
- 6.9.4 Further assessment will also consider the potential for effects resulting from direct loss of or disturbance to deposits of archaeological and paleoenvironmental interest within the Site and effects resulting from change in the settings of designated heritage assets.

- 6.9.5 Any potential impacts on the historic environment will be identified, minimised and mitigated through the design process. Further details will be provided in the Stage Two consultation.

## 6.10 Hydrology, Water Quality and Flood Risk

- 6.10.1 The Site is bordered by the River Trent to the east which is classed as a Main River by the Environment Agency. There are numerous tributaries of the River Trent that flow through and in the vicinity of the Site including the Wheatley Beck, Catchwater Drain and Saundby Beck.
- 6.10.2 The Site is predominantly situated in Flood Zone 1, as indicated on the Environment Agency's Flood Map for Planning, although some low-lying areas adjacent to the River Trent and Wheatley Beck are located within Flood Zones 2 and 3 (**Figure 23**).
- 6.10.3 To assess flood risk, the existing Environment Agency Tidal Trent hydraulic model has been updated to improve model resolution with the incorporation of up-to-date topographic survey and bathymetric data. Water quality sampling has taken account of the potential contaminants to be discharged (directly or indirectly) into the River Trent during the different phases of the Project. Monthly water quality field measurements and water samples for laboratory analyses have been taken from the River Trent, Wheatley Beck and Catchwater Drain.
- 6.10.4 Potential key issues may include a change in flood risk on and off-Site and a change in surface water quality during the construction, operational and decommissioning phases.
- 6.10.5 Any potential impacts on hydrology, water quality and flood risk will be identified, minimised and mitigated through the design process. Detailed hydraulic modelling of the area will continue to be progressed to inform the design, which could mean buildings and structures in some parts of the Site require elevated foundations or other flood bund protection measures. Further details will be provided in the Stage Two consultation.

Figure 23: Site and Flood Risk



**Key**

- Site boundary
- Baseline flood extent\*



\*0.1% AEP (annual exceedance probability) (plus 62% climate change) defended fluvial flood extent (River Trent). A 0.1% AEP means there is a 1 in 1000 chance of a flood in any given year, not that this flood will only happen once every 1000 years. The 62% climate change allowance accounts for what this chance of flooding will look like in the future based on the best available predictions for climate change.

The flood extent therefore shows the predicted future risk of flooding to the site with the existing defences in place resulting from a flood event with a chance of occurring of 1 in 1000.

1:50,000 @ A4



## 6.11 Landscape and Visual

6.11.1 The Site lies within the flat, low-lying Trent Valley, with the River Trent forming its eastern boundary and an elevation around 10–15 metres AOD. The character of the Site as a whole has significant industrial elements with natural habitats and localised historic interest. A Site Character Area Study has been completed that divides the Site into four key areas and considers the immediate context characteristics. The four character areas are illustrated on **Figure 24**.



Figure 24: On-site character areas

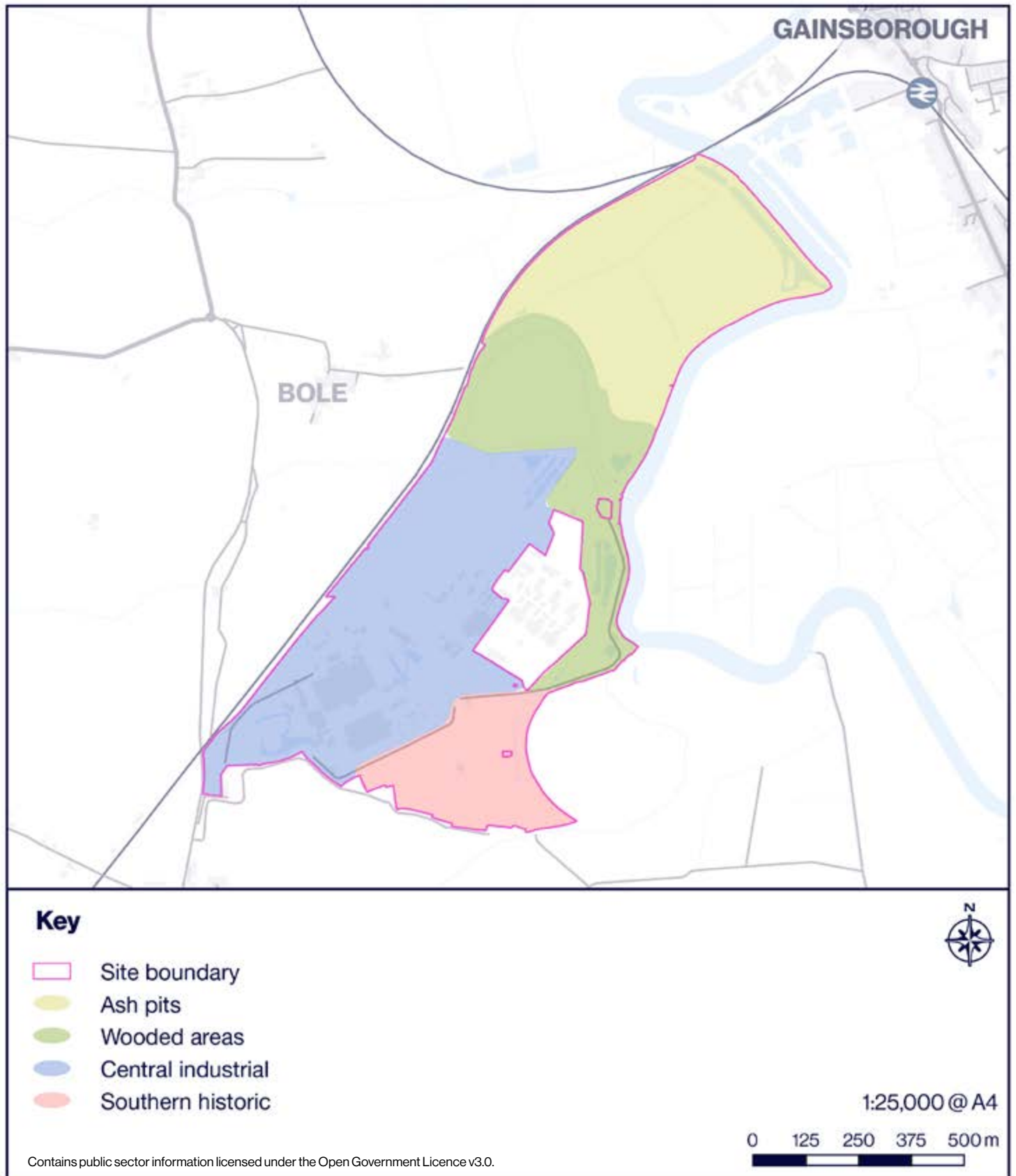
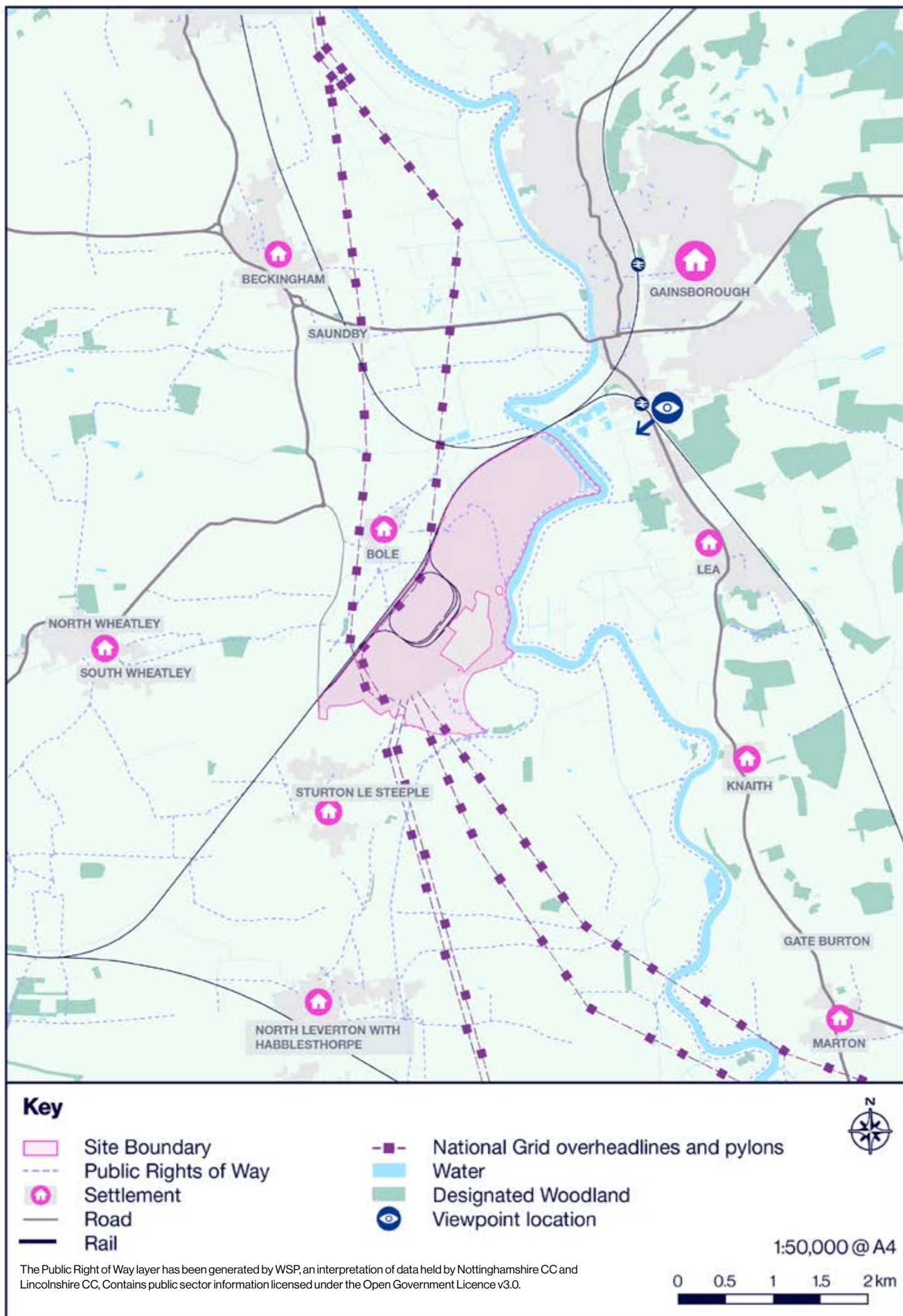


Figure 25: Sensitive "Visual receptors" near West Burton



6.11.2 **Figure 25** identifies the locations that will be assessed given their possible sensitivity from a visual perspective (“visual receptors”), albeit the final locations are to be agreed with the relevant local authorities and Natural England. These include the potentially sensitive viewpoints shown in **Figures 26**. Photographs from these locations depict the Site as it currently stands and show the surrounding context. Each image includes a description and shows the approximate extents of the Site. A Zone of Theoretical Visibility will now be defined to understand the current context of the Site and ultimately be used to understand potential effects of the Proposed Development, noting that the cooling towers are being demolished so will not form part of the baseline. A 3D model will then be developed to provide modelled views of the Project from different locations. This will inform the iterative design and identify potential impacts of the Project. It will be a tool in helping to identify any appropriate mitigation measures, which could include areas of landscaping in certain locations.

6.11.3 UKIFS is engaging in good design and looking to minimise, where possible, its impact on the surrounding landscape and views. Further details will be provided in the Stage Two consultation.

Figure 26: Two views of West Burton from Gainsborough



90 degree field of view - View towards south west from southern edge of Gainsborough



180 degree field of view - View towards south west from southern edge of Gainsborough

## 6.12 Noise and Vibration

6.12.1 The Site is located in a rural environment, therefore the background and ambient noise levels around the Site are low. The key sources influencing the noise climate on and around the Site include road traffic noise from the local road network and passing trains on the Sheffield to Lincoln railway line. Introducing noise generating sources has the potential to result in adverse impacts at nearby sensitive receptors, both during the construction and operational phases. Consequently, mitigation measures will be identified to minimise adverse impacts as far as possible; and these measures would be secured through the DCO. Further details will be provided in the Stage Two consultation.

6.12.2 At this stage, it is anticipated that vibration generated during the construction and operational phases would not be a key constraint given the distance to the nearby noise sensitive uses (such as residential dwellings). Furthermore, it is anticipated that vehicle movements to and from the Site once operational would be low, and therefore development-generated road traffic noise is unlikely to be a significant constraint. Further details will be provided in the Stage Two consultation.

## 6.13 Summary and Next Steps

6.13.1 The work undertaken to date is representative of the early stage in this EIA process. It will continue to be supplemented over time to inform the establishment of the baseline environmental conditions against which the impacts of the Project will be assessed.

6.13.2 We will issue an EIA Scoping Report in due course, which will set out the range of topics, issues and methods of assessment that will be included in the EIA. The EIA Scoping Report will be submitted to the Secretary of State and will give statutory consultees and other interested parties the opportunity to comment on the scope, approach and methodologies to be used during the EIA process.

6.13.3 In addition to the EIA, the Project will be subject to assessment pursuant to other regulatory regimes including the Habitats Regulations and Water Framework Directive. The DCO application will also include several environmental monitoring and management plans that would guide the implementation of the Project and ensure that the measures committed to are ultimately delivered. The management plans are likely to include but not be limited to a CEMP and a Landscape and Ecological Management Plan. The DCO application will also be accompanied by an Environmental Statement and a Flood Risk Assessment which will be prepared in consultation with relevant stakeholders. Elements of the Project will also need to be considered under other consenting regimes in addition to the DCO.

6.13.4 More detailed preliminary environmental information will be made available at Stage Two of the consultation when we present our preferred proposals.



# **7 HOW TO RESPOND TO THIS CONSULTATION**

**7.1 INTRODUCTION**

**7.2 NEXT STEP WILL RESPOND  
TO FEEDBACK**

# 7 HOW TO RESPOND TO THIS CONSULTATION

## 7.1 Introduction

- 7.1.1 We would like to thank you for reading this Consultation Document and we welcome your feedback on our initial proposals for the Project.
- 7.1.2 This consultation is an opportunity for you to gather information on our initial proposals, and to give us feedback on what we have done so far. We welcome feedback from people living and working in the local area, as well as from organisations, landowners, and anyone with an interest in the Project. The Consultation Questionnaire contains questions that are particularly relevant to our emerging plans. We want to hear your views to those, but also welcome other points that you wish to make that are relevant to the scope of this consultation process.
- 7.1.3 This Consultation Document can be read alongside the Consultation Overview Document. Both can be accessed via the project website at [stepfusion.com/consultation](https://stepfusion.com/consultation), along with other consultation information including details of exhibitions and where to view hard copies of the documents.
- 7.1.4 You can respond in the following ways:
- Attending an event and completing and submitting a feedback form while there
  - Completing the online form, which can be accessed via the project website at [stepfusion.com/consultation](https://stepfusion.com/consultation)
  - Completing and posting a printed feedback form to **FREEPOST STEP FUSION** (no postage required)
  - Emailing [communications.step@ukifs.uk](mailto:communications.step@ukifs.uk) with your feedback
- 7.1.5 Comments must be received by 23:59 on 11th March 2026.

7.1.6 UKIFS will be hosting a series of events in support of this Stage One consultation as follows:

DATE	TIME	EVENT	ADDRESS
Wednesday 14 January	10am - 3pm	Sturton Hall & Conference Centre	Brickings Way, Sturton le Steeple, Retford DN22 9HY
Thursday 15 January	3pm - 8pm	The Venue at Roses (Roses Sports Ground)	North Warren Road, Gainsborough DN21 2TU
Friday 16 January	10am - 3pm	North & South Wheatley Village Hall	Sturton Road, South Wheatley, Retford DN22 9DH
Saturday 17 January	11am - 4pm	Bawtry Town Hall	Peake's Croft, Bawtry, Doncaster DN10 6PU
Tuesday 20 January	11:30am - 4:30pm	Lea Village Hall	Rectory Lane, Gainsborough DN21 5JA
Wednesday 21 January	3pm - 8pm	South Leverton Memorial Institute	Town Street, South Leverton, Retford DN22 0BT
Thursday 22 January	3pm - 8pm	Hallcroft Community Hall	Hallcroft Community Centre, Randall Way, Retford, DN22 7GR
Wednesday 28 January	10am - 3pm	Misterton Methodist Hall	52 High Street, Misterton, Doncaster DN10 4BU
Thursday 29 January	10am - 3pm	Sturton by Stow Village Hall	High Street, Sturton by Stow, Lincoln LN1 2AX
Friday 30 January	3pm - 8pm	Gringley on the Hill Community Centre	West Wells Lane, Gringley on the Hill, Doncaster DN10 4QY
Saturday 31 January	10am - 3pm	Clarbrough Village Hall	Main Street, Clarbrough, Retford, Nottinghamshire DN22 9LN
Monday 2 February	10am - 3pm	Laneham Memorial Hall	Main Street, Laneham, Retford DN22 ONG
Tuesday 17 February	3pm - 8pm	Sturton Hall & Conference Centre	Brickings Way, Sturton le Steeple, Retford DN22 9HY

Table 1: Consultation events

## 7.2 Next STEP will respond to feedback

7.2.1 We are committed to considering all responses received during all stages of consultation. We will collate and analyse feedback from each stage of consultation and identify common themes and specific matters that we will have regard to in developing the proposals.

7.2.2 We will undertake further consultation as our proposals develop, where we will share how the proposals have changed in response to feedback and the findings of our ongoing studies and assessments.

7.2.3 In our application for development consent, we will summarise the feedback received at each stage of consultation and explain how we have considered the feedback in the refinement and finalisation of the proposals. Similarly, for feedback that is considered but not incorporated into the final design, we will explain why.

7.2.4 Between each stage of consultation, we will keep the community and other stakeholders updated on progress. This will be through [stepfusion.com/consultation](https://stepfusion.com/consultation).

7.2.5 Again, we would like to thank you for reading this document and we welcome your feedback on our initial proposals for the Project. Specific or detailed questions can be emailed to [communications.step@ukifs.uk](mailto:communications.step@ukifs.uk).

## **WEST BURTON**

---

STEP Fusion/UK Industrial Fusion Solutions Ltd,  
West Burton Power Station,  
Retford, Nottinghamshire,  
DN22 9BL,  
UK

[communications.step@ukifs.uk](mailto:communications.step@ukifs.uk)



**@STEPTOFUSION**

## **CULHAM CAMPUS**

---

STEP Fusion/UK Industrial Fusion Solutions Ltd,  
Culham Campus,  
Abingdon, Oxfordshire,  
OX14 3DB,  
UK



**UK Industrial  
Fusion Solutions**