

11 March 2019

Delivered by e-mail and post

Kathryn Dunne
Infrastructure Planning Lead
Planning Inspectorate
Temple Quay
2 The Square
Bristol
BS1 6PN

Dear Kathryn

Planning Act 2008

Application by Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l (“the Applicant”) for an Order Granting Development Consent for the Rail Central Strategic Rail Freight Interchange (“Rail Central”)

We write further to our meeting with you on 1st March, during which we explained that a strategic review of the highway mitigation for Rail Central was being undertaken.

As you are aware, the Rail Central application included a broad suite of highway mitigation measures including proposed alterations to J15a of the M1 Motorway which is identified as a Nationally Significant Infrastructure Project (NSIP) in its own right.

The proposed highway mitigation was devised and tested through considerable engagement with Highways England (HE) and Northamptonshire County Council (NCC) – the relevant highway authorities for the project. This engagement was primarily facilitated through the establishment of a Transport Working Group (TWG) which has met frequently since October 2015. Various consultants¹ employed by each organisation have attended these meetings on a number of occasions, in order to provide advice in relation to their areas of expertise at specific stages of the project.

Over the preceding three and a half years, considerable effort and resources have been applied by both the Applicant and the highway authorities in formulating a package of highway mitigation considered necessary and appropriate, and this has resulted in a significant number of matters and documents being agreed. These relate to trip generation; strategic modelling methodology and base flows; study area and junction assessments; application of VISSIM modelling for M1 junctions assessment; principle and scope of Green Travel Plan measures; and the overarching highway strategy to propose a focussed set of improvements on the A43/A5123/A5076 corridors only, so as to draw traffic away from the A45 corridor.

In September 2018, just prior to the formal submission of the Rail Central DCO application, transport consultants Vectos were appointed by the Applicant to provide advice in respect of the forthcoming DCO process. They subsequently engaged with the TWG and with highway representatives of Northampton Gateway; both of which provided comments on the presentation of and overall performance of the highway mitigation proposed in the DCO submission. These comments have also been made more formally through their respective submissions of Relevant Representations to the Rail Central DCO

¹ Sub-consultants such as SYSTRA and MDS Transmodal on behalf of the Applicant; AECOM on behalf of HE.

application. As a result of this process it has become apparent that notwithstanding the significant engagement which has taken place since October 2015, the proposed highway mitigation package is not likely to perform as was expected at the time the application was submitted.

In light of this, the Applicant concluded that there is a need for and has commissioned a detailed strategic review of the package of highway mitigation that will form part of the Rail Central scheme. This strategic review is currently being progressed but has identified that further consideration and refinement is required in respect of the proposed highway mitigation for Rail Central. The issues that have been identified include the following:

- The need to resolve and correct traffic flow forecast anomalies that affect the conclusions being drawn relating to the appropriateness of the highway mitigation;
- The need to subsequently update the detailed capacity assessment process, including the VISSIM modelling for Junction 15 and 15a, both to reflect the corrected flow anomalies and also to amend other detailed aspects of the modelling that will provide a better representation of how the mitigation works will operate in future; and
- The need to ensure that the design of the highway mitigation works reflects the changes that will flow from the above process as well as dealing with geometrical issues that, whilst not necessarily raised during the Safety Audit process, require further review and/or amendment.

In light of the foregoing, there is likely to be a need to amend certain aspects of the proposed highway mitigation works. It is recognised that such an amendment would require a formal request to the Examining Authority (ExA) to change the application in so far it relates to the highway mitigation works. At this stage, the extent of the possible changes to the highway mitigation package, and therefore to the application itself are not known. However, it is expected that this will be established by mid-April (Stage 3) and confirmed by mid-June (Stage 5) in accordance with the programme identified below:

- Stage 1 - Confirmed outputs (flows) from strategic highway modelling (now completed);
- Stage 2 - Agreement of strategic highway modelling outputs (flows) with HE and NCC (end of March);
- Stage 3 – Scheme formulation (including on-going cumulative assessment) and identification of revised highway mitigation package (mid-April);
- Stage 4 – Further design and confirmation of cumulative assessment (end of May); and
- Stage 5 - In principle agreement of revised highway mitigation package to be sought with HE/CC (mid-June).

We are currently at Stage 2 identified above, with a significant amount of work having been undertaken in recent months. The coding errors and issues concerning the strategic and VISSIM modelling have been corrected, and the corrected models have been re-run with updated flows based on a revised forecasting methodology. As discussed during our meeting, the corrected models include changes to traffic flows in a number of locations, with some flows reducing slightly, although it is still expected that a change to the highways mitigation package, and therefore the application will be requested in due course. Notwithstanding any proposed change, it is expected that the J15a works will remain a highways NSIP. Importantly, it should be noted that the refinements sought will relate solely to the highway mitigation package and do not affect the wider SRFI scheme.

Given that the scale and extent of the highway mitigation changes are not yet known, it is not yet possible to define the exact programme for submission of any request to change the application or our proposals for consultation in advance of this. However, expected programmes and consultation strategies have been prepared and are set out in the Process Note attached. Given the proposed changes are limited to highways mitigation, it is considered unlikely that significant levels of new interest will be generated by them. Notwithstanding this, the programmes and approach to consultation has been reviewed and developed further in light of your feedback at our recent meeting, and this is reflected in the Process Note attached. Both programmes assume that additional land will be required and, as a worst case, one programme assumes that further environmental information will be produced and consulted upon in a manner which reflects the requirements contained in the EIA Regulations. Of course this may not be necessary, and the programme and approach to consultation will be refined as more detail becomes available on the proposed changes. Any comments that PINS have on the process and approach to consultation identified at this stage, as well the anticipated sequence of events leading up to and beyond the Preliminary Meeting would be very welcome.

The Applicant is keen to ensure that the Examination of its application is efficient, effective and fair to all parties. It considers this is best achieved by completing the strategic review, consulting on any changes judged to be required, and then requesting any formal change to the application in advance of the issue of the Rule 6 letter. This would adopt and be consistent with the process set out in the guidance provided in Advice Note 16². It would enable the Examining Authority to determine the timetable for the Examination in the full knowledge of the change proposed and the views of consultees on those changes. This would clearly be preferable to the alternative of making a request to change the application following the start of the Examination period.

Advice Note 16 encourages early engagement with PINS as soon as a change has been identified in order to reduce any impact on the statutory timescale of the Examination. As the Advice Note makes clear, the Pre-examination stage is not driven by a statutory deadline and can therefore provide time for applicants to undertake any non-statutory consultation that may be appropriate, and to take stock of the Relevant Representations and on-going negotiations. That is precisely what the Applicant has been, and is, doing in this case. As will be apparent from this letter, the Applicant has sought to engage with PINS at the earliest possible stage, before even the extent and scale of any change to be requested is known. The Advice Note also explains that proposing a material change at this (Pre-Examination) stage can reduce the impact on the statutory timetable during the Examination stage, and that ideally a request should be made before the Rule 6 letter has been issued. That is the course of action that the Applicant wishes to adopt and which is envisaged in the programmes and sequencing of events in the Process Note attached.

Adopting that approach in this case will necessarily have implications in terms of delay to the start of the examination, and whilst any such delay should be kept to a minimum we consider that there is a balance to be struck between the public interest in avoiding unnecessary delay to the examination of NSIPs and the public interest in ensuring that the process overall is fair, effective and reasonably responsive to the needs of applicants and Interested Parties.

During our meeting, we discussed the advice set out in the DCLG Guidance Note³ which states that when applicants wish to delay the start of the examination, such a delay may be appropriate, depending on the circumstances, but should be kept to a minimum period necessary. This is intended to limit the risk that

² Paragraph 6.3, How to request a change which may be material, PINS, March 2018

³ Paragraph 45, Planning Act 2008: Guidance for the examination of applications for development consent, DCLG, March 2015

the application, including pre-application consultation and environmental information, will no longer be sufficiently current to form the basis of an examination. However, as envisaged in the programme attached, further consultation will be undertaken and the environmental information updated as part of the request to change the application, so this is not a risk which would apply in this case. The guidance also states that the Secretary of State's expectation is that Examining Authorities will not normally agree to postpone the start of the examination for longer than three months. The use of the word "normally", of course, reflects the fact that there may well be instances where a longer delay will be justified.

In this particular case, as set out above, the purpose of the deferment would be to enable the applicant to request a change to the application based on the outcome of the strategic review and to undertake a full and considered process of assessment and consultation prior to the issue of the Rule 6 letter. Whilst a period of deferment would be required, this is necessary in order to facilitate compliance with the process which the Advice Note advises should take place prior to the issue of the Rule 6 letter.

As the Process Note attached explains, this would require the Preliminary Meeting and hence the start of the Examination to be deferred until either mid-September 2019 or, if the scale and extent of the changes are greater than currently anticipated, mid/end November 2019.

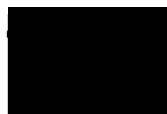
We appreciate and recognise the difficulties of considering and determining this request without the benefit of a complete understanding of the scale and nature of the changes to the application which will subsequently be proposed. Whilst it is not possible to provide that detail now, we are confident that it will be possible to provide confirmation of the changes to PINS by mid-April (as envisaged in the programmes attached). This would enable PINS to make an informed decision on the proposed deferral at that point. We would of course keep PINS fully informed as to progress made in relation to the strategic review, so that PINS can continue to satisfy itself that such confirmation will be made available in mid-April.

The Applicant believes that the time needed to complete the strategic review and submit a change request in advance of the Preliminary Meeting would result in a more efficient, fair and effective Examination. We would be grateful to receive PINS' views on whether it will be possible to adopt the approach that we have outlined above, whereby the Applicant will provide PINS with confirmation of the changes in mid-April at which point the Applicant's request for a deferment of the Preliminary Meeting and hence the start of the Examination would be determined.

Yours faithfully

A black rectangular redaction box covering the signature of Alex Verbeek.

Alex Verbeek
Managing Director – UK
Gazeley

A black rectangular redaction box covering the signature of Andrew Fisher.

Andrew Fisher
Managing Director
Ashfield Land

Enclosed: Process Note

Process Note

Rail Central

March 2019

Introduction

1. Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l. (the Applicant) have submitted an application for a Development Consent Order (DCO) for a Strategic Rail Freight Interchange (SRFI), referred to as Rail Central at land at Arm Farm, Milton Malsor in South Northamptonshire (the Rail Central site). The DCO application was accepted by the Planning Inspectorate on 15th November 2018.
2. This Process Note sets out the programme and steps that the Applicant proposes to undertake in the preparation of a request to change the DCO application (**Change Request**). This Process Note has been prepared having regard both to PINS Advice Note 16, 'Requesting Changes' (March 2018) (**AN16**), and to advice received from PINS during a meeting with the Applicant held on 1 March 2019.
3. The Applicant has commenced a strategic review of its proposed highway mitigation and anticipates that a revised highways mitigation package will be identified in mid-April and confirmed by June 2019. This Process Note sets out the sequence of activity being undertaken as part of the strategic review as well as the resulting steps up to submission of the Change Request, and beyond to the Preliminary Meeting for the Rail Central examination.

Sequencing and programme

4. Given that the scale and extent of the highway mitigation changes are not yet known, it is not yet possible to define the exact programme for submission of any request to change the application or proposals for consultation in advance of this. However, expected programmes (Programme A and Programme B) setting out the sequence of work-streams necessary to prepare the Change Request and proposed consultation strategies are set out in the tables and Gantt charts at Appendix 1 and Appendix 2.
5. Both programmes envisage that any revisions made to the highway mitigation will be confirmed and presented to PINS by mid-April (Stage 3 in both programmes). As the covering letter confirms, this will enable PINS to make an informed decision on the proposed deferral at that point.

6. In headline terms, the differences between Programme A and Programme B are as follows:

Programme A	Programme B
<ul style="list-style-type: none">• Assumes the proposed amendments to the highway mitigation are not significant and that no new or additional environmental effects arise from the proposed changes• 28 day Consultation expected to take place in June-July 2019• Submission of any application change request in end July/early August 2019• Rule 6 letter issued late August 2019• PM and Examination start in mid-September 2019	<ul style="list-style-type: none">• Assumes the proposed amendments to the highway mitigation are more extensive and give rise to new and additional environmental effects• Assumes engagement with the EIA Regulations and publicity• 30 day Consultation expected to take place between July and August 2019• Submission of any application change request in early October 2019• Rule 6 letter issued late October 2019• PM and Examination start in mid/end - November 2019

7. The programmes seek to assist PINS in considering the Applicant's request to defer the Preliminary Meeting and the timing implications of such a request.

Appendix 1: Change Request Programme A – Preliminary Meeting mid-September

Stage	Work-stream	Time	Date	AN16 Reference
1	<p>Strategic Review - Stage 1</p> <p>Confirmed outputs (flows) from strategic highway modelling.</p>	Completed	Completed	
2	<p>Strategic Review – Stage 2</p> <p>Agreement of strategic highway modelling outputs (flows) with Highways England and Northamptonshire County Council.</p>	2 weeks	End of March 2019	
3	<p>Strategic Review – Stage 3</p> <p>Scheme formulation (including on-going cumulative assessment) and confirmation of revised highway mitigation package to PINS.</p>	2 weeks	Mid-April 2019	
4	<p>Design Review</p> <p>An assessment is required as to whether any proposed highway changes warrant further environmental mitigation (bunds, landscaping, ecological provision, etc.)</p>	2 weeks	End of April 2019	
5	<p>Strategic Review – Stage 4</p> <p>Further design and confirmation of cumulative assessment.</p>	6 weeks	End of May 2019	
6	<p>Land Referencing and engagement with additional Interested Parties</p> <p>The Change Request may require additional land in which case additional Interested Parties would need to be identified and engagement would be undertaken with them. This period of time would also allow for updating of the Book of Reference, Land Plans and associated documents.</p>	4 weeks	End of May 2019	
7	<p>Environmental Assessment and Update Report</p>	4 weeks	End of May 2019	Figure 3, paragraph

	<p>Consideration of whether the Change Request gives rise to new or materially different environmental effects to those already assessed would be undertaken and an Environmental Report prepared as necessary.</p> <p>This row deals with preparation of the Environmental Report only. The programme assumes that new or materially different environmental effects will not arise and therefore that it will not be necessary to reflect the requirements of the Infrastructure Planning (Environmental Impact Regulations) 2017 in the consultation period set out in row 10 below.</p>			(f)
8	<p>Strategic Review – Stage 5</p> <p>Agreement of revised highway mitigation package to be secured with Highways England and Northamptonshire County Council.</p>	2 weeks	Mid-June 2019	
9	<p>Preparation of other Documents required to Consultation</p> <p>Consultation materials would clearly identify the Change Request being made to enable consultees to provide informed responses to what is proposed. The following documents would be made available to inform the consultation:</p> <ul style="list-style-type: none"> • Change Request Report; • Transport Statement Report; • Updated Highways General Arrangement Plans for areas affected by the Change Request; • Updated Speed Limit Plans for areas affected by the Change Request; • Updated Street Works Plans for areas affected by 	2 weeks	Mid-June 2019	

	<p>the Change Request;</p> <ul style="list-style-type: none"> • Updated Highways Classification Plans for areas affected by the Change Request; • Updated J15a Parameters Plan; • Updated J15a Green Infrastructure Plan; • Updated J15a Illustrative Landscape Masterplan; • Updated J15a Private Means of Access Plan; • Updated J15a Tree and Hedgerow Retention and Removal Plan; • Updated J15a Ecological Mitigation Plan • Environmental Report; • Updated Work Plans for areas affected by the Change Request; and • Updated Land Plans for the areas affected by the Change Request. 			
10	<p>Consultation</p> <p>The Applicant has had regard to the feedback received by PINS in formulating its approach to this consultation exercise and proposes to undertake a period of non-statutory consultation in respect of the Change Request ahead of any formal application submission to PINS.</p> <p>The consultation exercise will be focused solely on the amendments sought to the DCO application and therefore only concern the revised package of highways</p>	4 weeks	Early July	Paragraph 3.3 – Consult all persons prescribed under PA2008 section 42(a) to (d)

	<p>mitigation.</p> <p>The Applicant intends to carry out targeted consultation with the following parties:</p> <ul style="list-style-type: none"> • All affected prescribed consultees under s42(1)(a), including Highways England, Natural England, and Historic England; • All affected local authorities under s42(1)(b), including South Northamptonshire Council, Northampton Borough Council and Northamptonshire County Council; • Any additional landowners or landowners affected under s42(1)(d) (expected to include the Canal & River Trust); and • All affected utilities and undertakers (including Roxhill (Junction 15) Ltd). <p>In addition to direct engagement with these parties, they will be given at least 28 days to consider the consultation material and provide comments.</p> <p>The consultation materials will also be published on the project website, www.railcentral.com for 28 days with representations to be made via the project website.</p>			
11	<p>Having regard to consultation</p> <p>Once the consultation exercise has been completed, the Applicant will undertake a review of any comments and representations that have been received and consider whether the revised highway mitigation package requires</p>	2 weeks	End July 2019	

	further amendment in response to those comments and representations.			
12	<p>Completion of documents, printing and application submission</p> <p>After a period of review, the Applicant will then prepare the documents necessary to submit the Change Request. The Change Request will be supported by those documents listed in AN16.</p>	2 weeks	Early August 2019	Figure 3, paragraph (a) to (g)
13	<p>ExA consideration of Change Request</p> <p>It is anticipated that the ExA will require a period of time to review the Change Request which would inform the issue of the Rule 6 letter and draft agenda for the Preliminary Meeting</p>	2 weeks	Mid-August 2019	Paragraph 6.5
14	<p>ExA issues Rule 6 letter</p> <p>Following consideration of the Change Request, it is anticipated that the ExA will be in a position to issue the Rule 6 letter to Interested Parties 28 days ahead of the Preliminary Meeting and start of the Examination.</p>	-	Late August 2019	Paragraphs 6.5 to 6.7
15	<p>Preliminary Meeting and Examination Start</p> <p>The Preliminary Meeting will be held 28 days following the issue of the Rule 6 letter</p> <p>If the Change Request is accepted, and consent from additional landowners to include compulsory acquisition provisions in respect of that additional land has not been obtained, a request will be made to engage the procedure under the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations). The timing of this request will be agreed with PINS but it is considered likely that this will be made on, or immediately prior to, the Preliminary Meeting</p>	-	Mid-September 2019	

16	<p>Issue of Rule 8 letter (including decision on Change Request and CA Regulations)</p> <p>The Applicant anticipates that the ExA will formally determine the Change Request and request to engage the CA Regulations (where relevant) following the Preliminary Meeting.</p> <p>Under Regulation 6 of the CA Regulations, the ExA has a period of 28 days to determine whether to accept a provision authorising the compulsory acquisition of additional land.</p>	2 weeks	Early October 2019	Paragraph 6.11
17	<p>Engagement of the CA Regulations procedure</p> <p>Where the ExA has accepted a request to engage the CA Regulations, the procedure under Regulation 5 of the CA Regulations will be commenced in accordance with any requirements identified in the timetable for the Examination issued as part of the Rule 8 Letter</p>		Commence early October 2019 in accordance with Examination table	



Appendix 2: Change Request Programme B – Preliminary Meeting mid/late-November

Stage	Work-stream	Time	Date	AN16 Reference
1	<p>Strategic Review - Stage 1</p> <p>Confirmed outputs (flows) from strategic highway modelling</p>	Completed	Completed	
2	<p>Strategic Review – Stage 2</p> <p>Agreement of strategic highway modelling outputs (flows) with Highways England and Northamptonshire County Council</p>	2 weeks	End of March 2019	
3	<p>Strategic Review – Stage 3</p> <p>Scheme formulation (including on-going cumulative assessment) and confirmation of revised highway mitigation package revised highway package to PINS.</p>	2 weeks	Mid-April 2019	
4	<p>Design Review</p> <p>An assessment is required as to whether any proposed highway changes warrant further environmental mitigation (bunds, landscaping, ecological provision, etc.)</p>	2 weeks	End of April 2019	
5	<p>Strategic Review – Stage 4</p> <p>Further design and confirmation of cumulative assessment.</p>	6 weeks	End of May 2019	
6	<p>Land Referencing and engagement with additional Interested Parties</p> <p>The Change Request may require additional land in which case additional Interested Parties would need to be identified and engagement would be undertaken with them. This period of time would also allow for updating of the Book of Reference, Land Plans and associated documents.</p>	4 weeks	End of May 2019	
7	<p>Strategic Review – Stage 5</p> <p>Agreement of revised highway mitigation package to be secured with Highways</p>	2 weeks	Mid-June 2019	

	England and Northamptonshire County Council			
8	<p>Environmental Assessment and Update Report</p> <p>Consideration of whether the Change Request gives rise to new or materially different environmental effects to those already assessed would be undertaken and an Environmental Report prepared as necessary.</p> <p>This row deals with preparation of the Environmental Report only, however the programme assumes that new or materially different environmental effects arise and therefore that non-statutory consultation will be undertaken. Although non-statutory, this will reflect the requirements for consultation and publicity contained in the Infrastructure Planning (Environmental Impact Regulations) 2017. An allowance has been made in row 10 below to reflect this in the programme.</p>	8 weeks	End June 2019	Figure 3, paragraph (f)
9	<p>Preparation of other Documents required to Consultation</p> <p>Consultation materials would clearly identify the Change Request being made to enable consultees to provide informed responses to what is proposed. The following documents would be made available to inform the consultation:</p> <ul style="list-style-type: none"> • Change Request Report; • Transport Statement Report; • Updated Highways General Arrangement Plans for areas affected by the Change Request; • Updated Speed Limit Plans for areas affected by the Change Request; 	2 weeks	Early July 2019	

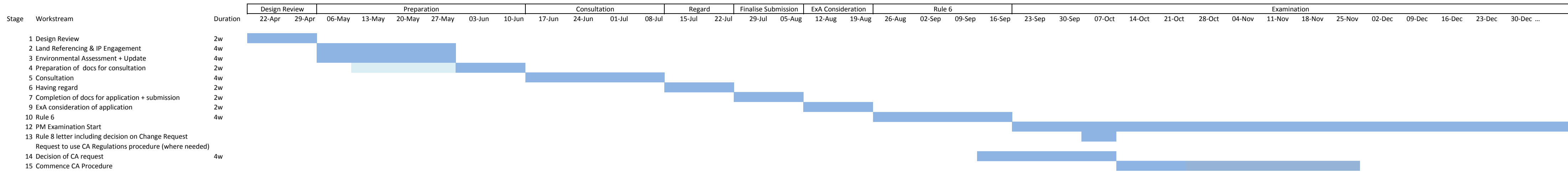
	<ul style="list-style-type: none"> • Updated Street Works Plans for areas affected by the Change Request; • Updated Highways Classification Plans for areas reflected by Change Request; • Updated J15a Parameters Plan; • Updated J15a Green Infrastructure Plan; • Updated J15a Illustrative Landscape Masterplan; • Updated J15a Private Means of Access Plan; • Updated J15a Tree and Hedgerow Retention and Removal Plan; • Updated J15a Ecological Mitigation Plan • Environmental Report; • Updated Work Plans for areas affected by the Change Request; and • Updated Land Plans for the areas affected by the Change Request. 			
10	<p>Consultation</p> <p>The Applicant has had regard to the feedback received by PINS in formulating its approach to this consultation exercise and proposes to undertake a period of non-statutory consultation in respect of the Change Request ahead of any formal application submission to PINS.</p> <p>The consultation exercise will be focused solely on the amendments sought to the DCO application and therefore only</p>	8 weeks	Early September	Paragraph 3.3 – Consult all persons prescribed under PA2008 section 42(a) to (d)

	<p>concern the revised package of highways mitigation.</p> <p>The Applicant intends to carry out targeted consultation with the following parties:</p> <ul style="list-style-type: none"> • All affected prescribed consultees under s42(1)(a), including Highways England, Natural England, and Historic England; • All affected local authorities under s42(1)(b), including South Northamptonshire Council, Northampton Borough Council and Northamptonshire County Council; • Any additional landowners or landowners affected under s42(1)(d) (expected to include The Canal & River Trust); and • All affected utilities and undertakers (including Roxhill (Junction 15) Ltd). <p>In addition to direct engagement with these parties, they will be given at least 30 days to consider the consultation material and provide comments.</p> <p>The consultation materials will also be published on the project website, www.railcentral.com for 30 days with representations to be made via the project website.</p>			
11	<p>Having regard to consultation</p> <p>Once the consultation exercise has been completed, the Applicant will undertake a review of any comments and representations that have been received and consider whether the revised</p>	2 weeks	Mid/end September 2019	

	highway mitigation package requires further amendment in response to those comments and representations.			
12	<p>Completion of documents, printing and application submission</p> <p>After a period of review, the Applicant will then prepare the documents necessary to submit the Change Request. The Change Request will be supported by those documents listed in AN16.</p>	3 weeks	Early October 2019	Figure 3, paragraph (a) to (g)
13	<p>ExA consideration of Change Request</p> <p>It is anticipated that the ExA will require a period of time to review the Change Request which would inform the issue of the Rule 6 letter and draft agenda for the Preliminary Meeting.</p>	2 weeks	Mid October 2019	Paragraph 6.5
14	<p>ExA issues Rule 6 letter</p> <p>Following consideration of the Change Request, it is anticipated that the ExA will be in a position to issue the Rule 6 letter to Interested Parties 28 days ahead of the Preliminary Meeting and start of the Examination.</p>	-	End October 2019	Paragraphs 6.5 to 6.7
15	<p>Preliminary Meeting and Examination Start</p> <p>The Preliminary Meeting will be held 28 days following the issue of the Rule 6 letter.</p> <p>If the Change Request is accepted, and consent from additional landowners to include compulsory acquisition provisions in respect of that additional land has not been obtained, a request will be made to engage the procedure under the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations). The timing of this request will be agreed with PINS but it is considered likely that this will be made on, or immediately prior to, the Preliminary Meeting.</p>	-	Mid/late-November 2019	

16	<p>Issue of Rule 8 letter (including decision on Change Request and CA Regulations)</p> <p>The Applicant anticipates that the ExA will formally determine the Change Request and request to engage the CA Regulations (where relevant) following the Preliminary Meeting.</p> <p>Under Regulation 6 of the CA Regulations, the ExA has a period of 28 days to determine whether to accept a provision authorising the compulsory acquisition of additional land.</p>	2 weeks	Early December 2019	Paragraph 6.11
17	<p>Engagement of the CA Regulations procedure</p> <p>Where the ExA has accepted a request to engage the CA Regulations, the procedure under Regulation 5 of the CA Regulations will be commenced in accordance with any requirements identified in the timetable for the Examination issued as part of the Rule 8 Letter.</p>		Commenced in December in accordance with Examination table	

Appendix 1 - Programme A



Appendix 2 - Programme B

