



Meeting note

File reference	TR050004
Status	Final
Author	Rachel Gaffney
Date	23/02/16
Meeting with	Ashfield Land
Venue	Rivergate, Bristol
Attendees	<u>The Developer:</u> James Digby (Ashfield Land) Claire Cope (Ashfield Land) Danny James (Turley) Ben Copithorne (Camargue) Victoria Redman (Bond Dickinson LLP) Nick Gallop (Intermodaity) Michelle Berrington (TPA) <u>The Planning Inspectorate:</u> Susannah Guest (Infrastructure Planning Lead) Rachel Gaffney Assistant Case Officer) Hannah Pratt (Senior EIA Advisor) Alison Down (EIA Advisor)
Meeting objectives	Project update meeting
Circulation	All Attendees

Summary of key points discussed and advice given:

The Planning Inspectorate advised on its openness policy, explaining that any advice given would be recorded and placed on the National Infrastructure website under section 51 of the Planning Act 2008 (as amended) (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

The developer provided an overview of activities since the last meeting and discussed elements of scheme evolution. A recent decision for a Strategic Rail Freight Interchange determined under PA2008 was noted. The developer reaffirmed their intention to pay due regard to the National Policy Statement and indicated that the current proposal would provide for approximately 5% of the units to be directly rail served.

The developer explained an evolving element of the proposal in respect of promoting high speed rail freight – a facility directly off the West Coast Main Line that would allow trains to come in at line speed and slow to a halt for unloading. The developer noted that similar facilities are currently owned and operated by Royal Mail at various locations on the network.

The developer summarised other elements of the scheme that are currently being progressed subject to the on-going masterplanning work, including for example the potential for lorry driver facilities, lorry parking, a hotel, an innovation training centre and a facility to stable and maintain rolling stock.

The developer noted that the red line boundary used to define the project in the Scoping Report document was based on a worst case scenario and is currently being refined as a result of progressing survey work, assessment work and land negotiations. It was noted that the red line boundary in the Scoping Report included parts of the Grand Union Canal because of the potential for the diversion of a statutory undertaker's pipeline.

In terms of land ownership, the developer confirmed that they have met with all the relevant landowners and discussions are ongoing.

The developer outlined their engagement strategy with Highways England and Northamptonshire County Council in respect of any likely highway implications from the scheme. The developer explained that they were using the SATURN (Simulation and Assignment of Traffic in Urban Road Networks) model and that further work was required before detailed plans and therefore land take for particular junctions could be determined. The developer noted their intention that more detailed plans for the junctions should be available for the planned consultation events in April 2016, particularly in respect of M1 Junction 15a and the proposed alterations to A43 (likely to be a grade separated junction). The developer stated that the options had been agreed in principle and that work on technical specifications was progressing; subject to this work the proposals for M1 Junction 15a may need to be considered against the PA2008 definition of highway development to ascertain whether this element is also considered to be a Nationally Significant Infrastructure Project. The developer also noted that they are currently modelling a transport assessment which will ensure possible cycle ways, walking routes and public transport links to the site.

The developer stated that they have met with local authorities and will be providing the draft Statement of Community Consultation (SoCC) to South Northamptonshire Council, Northampton Borough Council as well as Northamptonshire County Council. Following publication of the SoCC, the developer confirmed their intention to commence formal consultation in April 2016 with a deadline for responses extending into the summer. The developer provided a brief overview of their approach to consultation with local communities. The developer also noted the intention to have a period for statutory consultation under s42 and s48 PA2008 later in the year.

The developer explained that they have also contacted parish councils and ward members to explain the PA2008 process.

The developer explained the creation of a Local Liaison Group that is due to meet in mid-March to review the proposals and the intention that this would feed into the scheme evolution process.

The developer discussed the on-going engagement with Network Rail. A series of meetings have been undertaken and discussions are underway about the boundary of operational land, protecting existing Network Rail assets, construction and operation of new assets and progressing the GRIP process.

In terms of the scoping opinion issued by the Inspectorate, the developer had no further comments or queries relating to this opinion at this time.

The Inspectorate queried how the potential for impacts on bird populations from the Upper Nene Valley Grave Pits Special Protection Area (SPA) were being addressed. The developer confirmed that bird surveys had commenced the previous week and that they would provide the Inspectorate with an update from their consultants.

In terms of timetabling the developer intends to submit their Development Consent Order application to the Inspectorate in Q1 2017.

Specific decisions / follow up required?

- Discussion of a potential site visit
- It was noted that there was an inaccuracy in a previous meeting note; the developer asked for the note to be amended accordingly