



Meeting note

Project name	Northampton Gateway Rail Freight Interchange
File reference	TR050006
Status	Final
Author	The Planning Inspectorate
Date	10 April 2018
Meeting with	Northampton Gateway Rail Freight Interchange
Venue	Teleconference
Attendees	The Planning Inspectorate Kathryn Dunne – Infrastructure Planning Lead Kate Mignano – Case Manager Emre Williams – Case Manager Dean Alford – Case Officer The Applicant Morag Thomson - Eversheds Sutherland Laura-Beth Hutton- Eversheds Sutherland
Meeting objectives	To provide feedback on latest iteration of draft Land Plans, Works Plans and the Rail Phasing Plan
Circulation	All attendees

Summary of key points discussed and advice given

The Planning Inspectorate (the Inspectorate) advised that a note of the meeting would be taken and published on its website in accordance with section (s)51 of the Planning Act 2008 (the PA2008). Any advice given under s51 would not constitute legal advice upon which applicants (or others) could rely.

The Inspectorate reviewed the latest revision of the Land, Works and Rail Phasing plans in the absence of the Applicant's latest revised draft Development Consent Order (dDCO), Book of Reference (BoR) or Statement of Reasons (SoR), and therefore cross-referencing against these documents was not possible.

Advice in the form of written comments by the Inspectorate is attached to this meeting note as Appendix A (Northampton Gateway RFI: Comments on the draft Land Plans, Works Plans and the Rail Phasing Plan). The discussion noted the feedback issued by the Inspectorate to the Applicant held in Appendix A on the draft plans referenced above and therefore these documents should be read in conjunction.

The comments relate solely to matters raised by the submitted draft Plans and not the merits of the proposal. They are limited by the time available for consideration, and raised without prejudice to the acceptance or otherwise of the eventual application. They are provided to assist in the preparation of the next iteration.



Draft Land Plans

The Applicant stated that the titles of the Land Plan will be corrected prior to their formal submission for Acceptance and also accordingly referenced in their suite of Application documents.

The Applicant confirmed that the draft BoR submitted [12 March 2018] for review with the plans was not their most recent version.

The Applicant was advised to ensure a consistent approach across their revised BoR, Land Plans, dDCO and SoR.

The Applicant sought clarification on question 5 of Appendix A regarding the identification of road markings on the land plans. The Inspectorate advised the Applicant to use the same base plan for the Land and Works Plans ensuring any landmarks included in the description of the land parcels within the BoR is consistent with the Land Plans.

There was a brief discussion regarding "highway land" and whether this was required temporarily or permanently, particularly in regard to "maintenance" and the definition thereof. The Applicant confirmed that they had considered this point carefully.

Draft Works Plans

The Inspectorate asked for clarification on the Limits of Deviation (LoD) as described on the Works Plans, in particular the 20 metre LoD description and whether the LoD are inclusive or exclusive of the individual works, as drawn on the plans.

The Applicant confirmed that the LoD wouldn't include works outside of the red line boundary; however, the way the LoD are explained on the plans will be reviewed.

The Inspectorate advised that it would be useful to show the detail of the proposed layout as a separate layer on the Works Plans. The Applicant stated that by illustrating the proposed layout as suggested, this could be misleading; however, the Applicant confirmed that they will cross-reference this into the dDCO, possibly under the general arrangement plans in the works, and this detail will be secured through the protective provisions. This approach will also be clarified within the Explanatory Memorandum (EM).

Draft Rail Phasing Plans

The Applicant gave a brief overview of the Rail Phasing Plans which included an explanation of the operational phases and how a Reach Stacker will be used in Phase 1. The Applicant explained that the Rail Planning timeframes between expansion 1 and 2 will be determined by the market and also advised that these plans were slightly out of date due to progression made on the proposal.

The Inspectorate requested clarification on why the Applicant describes the Rail Terminal on the Parameters Plan as the Rail Freight Interchange, as it was assumed that the majority of the development on the main site was part of the strategic rail freight interchange. The Inspectorate advised the Applicant to consider terminology used and to



provide within the dDCO under "Interpretation" definitions of these various terminologies to ensure a consistent approach across the suite of Application documents. The Applicant will consider this and provide appropriate definitions in the dDCO and EM.

AOB

The Applicant confirmed in relation to highways, as part of the suite of plans, it will be providing general arrangement plans and will ensure these plans include the same level of detail required under Regulation 6 of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.

The Inspectorate advised the Applicant to fully justify and explain their approach and suggested creating a separate document "Guide to the Application Documents", which would serve to inform users of the purpose of the suite of application documents submitted. The Inspectorate advised the Applicant by way of example that they review the Highways England's "Guide to the Application Documents" submitted for the A19 /A184 Testo's Junction Improvement project, which described their application documents.

The Inspectorate requested an update on how many NSIPs the project entails and the Applicant stated that the project consists of one NSIP (the Strategic Rail Freight Interchange (SRFI)) and associated development. However, the Applicant is intending to review the highway works against the thresholds in the PA2008.

The Applicant advised that they anticipate submitting their proposed application in May 2018.

The Inspectorate advised that the shape file is required 2 weeks prior to submission. This will be explained in the Inspectorate "warm up" letter along with all other submission requirements. The Inspectorate requested that the Applicant submit a complete list of contact details for all the relevant local planning authorities, required to submit an Adequacy of Consultation Response on their consultation.

The Applicant was advised to review the Richborough Connection Project and take note of the first written questions as the appointed Examining Authority may request details of any Compulsory Acquisition objections in table format. The Applicant agreed to provide this separately to the application.