



Meeting note

Project name	Daventry International Rail Freight Terminal (DIRFT) Expansion
File reference	TR050009
Status	Final
Author	The Planning Inspectorate
Date	10 May 2023
Meeting with	Prologis UK Ltd
Venue	Microsoft Teams
Meeting objectives	Project Update Meeting
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 51 of the Planning Act 2008 (the PA2008). Any advice given under section 51 would not constitute legal advice upon which applicants (or others) could rely.

Background to DIRFT

Prologis UK Ltd (the Applicant) explained the original DIRFT project was approved prior to the DCO planning regime in 1994/95, with the first phase of construction beginning in 1997. The Applicant outlined the subsequent phases of the development including the development consented under the DCO regime in 2014 (DIRFT III).

The Applicant stated that the M1 motorway runs north to south along the eastern boundary of DIRFT. DIRFT has a rail connection from the Northampton loop of the West Coast Main Line which is located to the south of the development. The Applicant explained that the West Coast Main Line is the UK's primary route for rail freight.

Update on Proposed DIRFT Expansion Development Progress

The Applicant provided a description of the proposed DIRFT Expansion, comprising two bridges over the M1, warehousing, landscaped public amenity space, lorry park and a community hub.

The Inspectorate asked the Applicant about their ambitions for using solar panels on their development and advised the Applicant that if the productive capacity gets to 50MW it will become a separate National Significant Infrastructure Project (NSIP). The Applicant explained that the photovoltaic component of the existing development was limited by the grid connection, however the ambition for the Proposed Development was to include panels and battery storage to enable the entire site to be self-sufficient in electricity. The

Applicant stated that it was aware of the 50MW NSIP criteria for energy generation. The Applicant also explained that although the Proposed Development had no new rail element, it would qualify as an extension of the existing NSIP as it would exceed the floorspace threshold in s26 of Planning Act 2008.

The Applicant stated that they plan to construct two bridges over the M1 to link 'DIRFT III' (the development consented in 2014) and the proposed DIRFT Expansion and explained that they have already approached National Highways regarding these proposals.

The Applicant noted that there are operational wind turbines within the proposed development boundary, which are expected to reach the end of their operational life in 2030.

Likely timescales for DIRFT Expansion submission

The Applicant explained its intended approximate project timescales to the Inspectorate:

- Commencement of statutory consultation this year, 2023;
- Submission of EIA scoping opinion request to the Inspectorate late 2024/ early 2025;
- Commencing S42 consultation accompanied by the Preliminary Environmental Information Report in late 2025/ early 2026;
- Submission of a DCO application to the Inspectorate in late 2026/ early 2027;
- Initial phase of development 2030.

Action Points

The Inspectorate advised the Applicant to contact the Inspectorate when they would like another project update meeting, suggesting this may be beneficial following completion of its statutory consultation.