

The Rail Central Rail Freight Interchange and Highway Order 201[x]

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Consultation Report

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Consultation Report

**The Rail Central Rail Freight
Interchange Order 201[X]**

Under Section 37 Planning Act 2008

Document: 5.1

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Glossary

Term	Definition
Consultation Zone	Specified area around the site that served as a focus for community consultation notification
DCO	Development Consent Order – an order granted by government, as under the Planning Act 2008, to grant permission to a nationally significant development
EIA	Environmental Impact Assessment – an assessment undertaken to ensure during the planning of a development, the authority granting permission to a project likely to have significant environmental effects does so in the full knowledge of the likely significant effects and takes this into account in the decision-making process
LEP	Local Enterprise Partnership – a partnership between local authorities and businesses, which sets investment priorities
LLG	Local Liaison Group – a group of local stakeholders established as a means of sharing and co-ordinating information
NBC	Northampton Borough Council
NCC	Northamptonshire County Council
NSIP	Nationally significant infrastructure project – projects of national importance within the five general fields of energy, transport, water, waste water and waste. These are decided upon by the Planning Inspectorate and then Secretary of State, rather than Local Planning Authorities (LPAs)
Planning Act 2008 or ‘the Act’	Planning and Compulsory Purchase Act 2008
SoCC	Statement of Community Consultation – sets out the ways in which the Applicant intends to consult
SNC	South Northamptonshire Council
SRFI	Strategic rail freight interchange – a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems, defined by the conditions in Provision 26 of the Act
The Applicant	Ashfield Land Management Limited and Gazeley GLP Northampton s.á.r.l. supported by consultants working on their behalf

The Project	The proposed DCO works within the boundary of the order limits, the 'Rail Central Project'.
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Foreword

Rail Central is a proposal for a next-generation Strategic Rail Freight Interchange (SRFI) in a location where core infrastructure connects in the heart of the UK. It is at the intersection of the West Coast Main Line, Northampton Loop Line, M1 and A43 within the 'Golden Triangle' for logistics and distribution development in Northamptonshire.

Locationally and operationally, it has the potential to be the pre-eminent SRFI in the UK, taking forward the lessons from DIRFT and earlier schemes and fulfilling the Government's policy objectives on economic investment, freight modal shift from road to rail, sustainability and climate change.

This Consultation Report sets out the breadth of Rail Central's consultation and engagement through both formal and informal phases since we first started to introduce our proposals in late 2015. It is the result of these years of engagement with stakeholders in order to bring forward the optimum set of proposals.

We have welcomed the positive response from and engagement with stakeholders at all levels, from technical and statutory organisations, to the local authorities, the community, and the groups and individuals that represent them. We are grateful to those who have participated.

Through consultation, we have made the scheme better. We have tested and developed initial assumptions with stakeholders and, in conjunction with comprehensive technical work and assessments, we have refined or adjusted our proposals in order to respond to feedback and deliver benefits.

In this Consultation Report, we cover how we have consulted, with whom, why and for what outcome.

As detailed in the report, engagement with stakeholders has been substantial and material to the development of the proposals – from Network Rail and Highways England to South Northamptonshire Council, local parish councils and many others, there has been wide-ranging engagement.

In common with many NSIPs and other planning proposals however, the benefits and need for our proposals have not been recognised by everyone.

Our consultation and information sharing has been open to all and we have been inclusive in our approach to engaging with stakeholders, irrespective of their positions with regard to the scheme. In early 2016, community group 'Stop Rail Central' was formed to campaign against the proposals. We met the group in January 2016 and it was made clear to us that the group was opposed in principle to the proposals (and the intended SRFI use of the site) and that there was no route, whether through scheme design or design for mitigation, by which the proposals could or would be acceptable to the group. In spite of this polarity of positions, we

invited Stop Rail Central to join the Local Liaison Group (which has been one of the principal channels for sharing information with the community and elected representatives) and have maintained a respectful dialogue with the group throughout.

We are aware of our responsibilities as investors and developers to balance all aspects of how the scheme is designed and brought forward. This is reflected in our work on both scheme design and design for mitigation. Please see Figure 1 for an illustrative summary of main changes made as a result of consultation and through the design and evolution process.

Gazeley, as a well-resourced and leading logistics developer and operator, stands ready to implement and operate Rail Central, subject to consent. It is looking to build a long-term future at Rail Central.

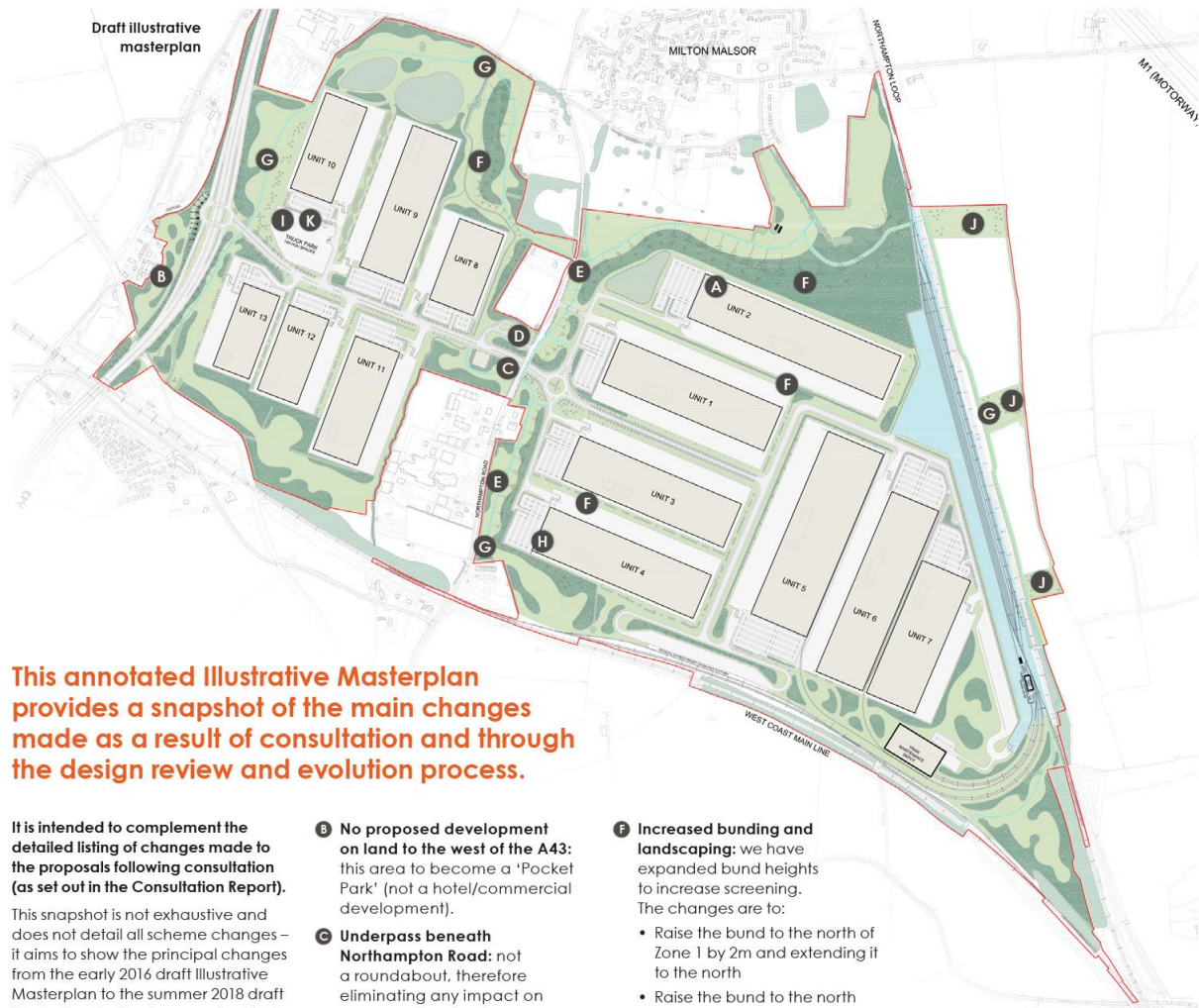
Our aspiration is for Rail Central to play a substantial role in meeting the NPS National Networks objectives and become a pillar within the important, fast-changing and expanding UK logistics sector.

This Consultation Report explains how we have worked with all stakeholders in support of this goal.

The Rail Central team

Figure 1: Illustrative snapshot of main scheme changes and evolution

Snapshot of main scheme changes and evolution



This annotated Illustrative Masterplan provides a snapshot of the main changes made as a result of consultation and through the design review and evolution process.

It is intended to complement the detailed listing of changes made to the proposals following consultation (as set out in the Consultation Report).

This snapshot is not exhaustive and does not detail all scheme changes – it aims to show the principal changes from the early 2016 draft Illustrative Masterplan to the summer 2018 draft Illustrative Masterplan, as submitted with the DCO application.

Overall, we have reduced the total commercial floorspace proposed from an initial approx. 8 million sq ft to approx. 7.4 million sq ft in response to feedback and to reduce visual impact.

Planting and screening has also been substantially reinforced to create stronger and more substantial landscaping buffers between the development and its setting.

Please refer to the key which highlights changes in relation to specific locations and areas of the illustrative masterplan:

A Building heights on northern area nearer to Milton Malsor: we have lowered and capped proposed building heights in Zone 3a (as per the Parameters Plan) from 18.5m to 15m. This is in direct response to concerns raised at Stage Two Consultation regarding visual impact.

B No proposed development on land to the west of the A43: this area to become a 'Pocket Park' (not a hotel/commercial development).

C Underpass beneath Northampton Road: not a roundabout, therefore eliminating any impact on Northampton Road and enabling site vehicles to move freely between the eastern and western parts of the site.

D Emergency only vehicle access off Northampton Road: staff/visitors and HGVs will not be able to access the site from Northampton Road and will all use the proposed new junction on the A43. There will be pedestrian/cycle access and when required emergency access from Northampton Road (controlled via gates by the emergency services).

E Northampton Road 'Greenway': establishing a clearer 'green corridor' parallel to Northampton Road to create a landscape and walking route linking the villages of Blisworth and Milton Malsor. The proposed buildings have also been set back from the existing road to provide an expanded landscape buffer.

F Increased bunding and landscaping: we have expanded bund heights to increase screening. The changes are to:

- Raise the bund to the north of Zone 1 by 2m and extending it to the north
- Raise the bund to the north of Zone 3a by 2m, excluding at the northern tip where it remains as before
- Reduce the ground levels in Zone 3a and 3b by 0.5m, and in Zone 4 by 0.35m

G Enhanced public rights of way and connectivity: better defined public rights of way (PROW) and footpaths through, around and alongside the site, including new routes to ensure that circular routes are maintained, especially along the eastern side of the Northampton Loop to link the existing footpath route back into Milton Malsor.

H Reorientation and reduction of selected warehouse buildings: to reduce the visual impact on Railway Cottages and Northampton Road, the distance between the closest buildings (Units 3 and 4) has been increased. Unit 4, which is closest to the Railway Cottages, has also been reduced in size.

I Increased lorry park capacity: we have increased capacity of the lorry park to the south of Unit 10 to further alleviate concerns over HGVs potentially parking on local roads.

J Additional woodland planting to the east of the Northampton Loop Line: we are proposing woodland blocks to the east of the Northampton Loop in keeping with the wider landscape character.

K Occupational health: we have added on-site occupational health facilities within the planned lorry park amenities.

We are grateful to everyone who participated in the consultation. Feedback has been carried into the scheme design process and addressed resulting in a number of substantial scheme refinements and improvements.

PART ONE: INTRODUCTION

1 Executive Summary

This Consultation Report is intended to fulfil the requirements of Section 37 of the Planning Act 2008, as amended (the Act). This requires Ashfield Land Management Limited and Gazeley GLP Northampton s.á.r.l. (the Applicant) to provide a Consultation Report as part of its application for development consent for Rail Central (the Project), to give details of the consultation activities that have been undertaken, the responses received, how regard has been had to such responses, and how these have informed the evolution of the Project and supporting assessments.

This Report demonstrates how the Applicant has complied with Sections 42, 43, 44, 46, 47, 48 and 49 of the Act, and has had regard to Section 50 of the Act. A Statement of Compliance has been prepared which confirms that the Applicant has complied with all the relevant provisions, set out in Appendix [1] of this Report.

A fundamental principle of the Act is that the Applicant has a duty to consult on its proposals before an application for development consent is submitted to the Planning Inspectorate. The Applicant has embraced this throughout the pre-application consultation stage of the Project through consultation and engagement with statutory bodies, including local authorities, the local community and general public.

The Project has undertaken a two-phase approach to consultation and recognises the fact that it is two Nationally Significant Infrastructure Projects (NSIPs).

1.1 Project description

The Applicant is applying for a Development Consent Order (DCO) for the Project, Rail Central, which is a proposed new Strategic Rail Freight (SRFI) in Northamptonshire.

The Project consists of two Nationally Significant Infrastructure Projects (NSIPs). The main SRFI site is one NSIP and the Junction M1 15A construction work is the other. In addition, there are associated minor highway improvement works. The main SRFI site is located where the West Coast Main Line meets the Northampton Loop Line to the south-west of Northampton, with a connection to the A43 trunk route within approximately two miles of the M1, and between the villages of Blisworth and Milton Malsor. The Project is classified as a NSIP under the Planning Act 2008 (The Act).

The Project will provide up to 702,097 sq m (Gross External Area) of rail connected and rail served warehousing with storage and distribution warehouses and ancillary office accommodation.

Provision has been made for up to three of the larger warehouse units to be capable of direct rail siding access into / alongside those units to Northampton Loop Line and West Coast Main Line, whilst the remainder will be served by a common-user, open-access intermodal facility.

The pre-application consultation carried out on the Project comprised two broad phases of statutory consultation, supported by a programme of non-statutory consultation.

1.2 The Applicant's approach to consultation

Throughout the development of Rail Central, the Applicant sought to engage thoroughly with affected stakeholders whether individuals, organisations or statutory consultees.

When engaging with affected communities, the Applicant agreed strategies and methods of engagement with the affected local planning authorities. The team has also sought to meet requests for additional local presentations and taken account of ways in which it could further maximise awareness and participation in the consultation process.

Integrity and adequacy of consultation

As detailed in this Consultation Report, Rail Central has consulted comprehensively and in line with its formal SoCC.

The extent, range and breadth of the consultation has been substantial.

The consultation and engagement activities themselves (formal and informal) have been complemented by a proactive approach by the Applicant and a commitment to undertaking information sharing and consultation purposefully.

As noted within the Consultation Report, the scheme is opposed in principle by a number of local stakeholders. During engagement, some of those opposed in principle have raised points related to their perception of consultancy and adequacy of consultation, aligned to their position of in principle objection. Rail Central has addressed these points and consistently responded and/or shared information on the nature of consultation and what is being consulted upon (ie consultation on issues/themes/priorities not a referendum vote on the proposal). Rail Central has fulfilled its obligations and commitments under the SoCC and the NSIP guidance, as evidenced within this Consultation Report. Rail Central recognises that some parties opposed in principle to the scheme will be putting forward a different view.

1.3 Non-statutory consultation

Non-statutory consultation commenced in late 2015 with briefings provided to key local and regional level stakeholders, including MPs, the local enterprise partnerships (LEPs), and parish councils, as well as Network Rail. Additionally, an information leaflet was distributed to residents and businesses in the local area in early 2016 to inform them of the proposals (this would be the first of a series of newsletters).

Following this, a local liaison group (LLG) was established. The LLG was made up of interested parties and political stakeholders, with monthly updates or meetings to discuss and feed into the proposals (the first meeting was held in March 2016).

Following the close of the Phase One statutory consultation (detailed further below), non-statutory consultation continued with stakeholder update briefings and further community newsletters.

During the course of 2016, proposals for another SRFI in the local area – known as Northampton Gateway – were published and the Applicant sought early engagement with the team bringing that scheme forward.

1.4 Statutory consultation

Statutory consultation comprised three phases of consultation. This consisted of two formal stages of Section 47 consultation (during Phase One and Phase Two statutory consultation) and a single formal stage of Section 42 consultation and Section 48 publicity (during Phase Two only), followed by a further phase of Localised Consultation.

Informal consultation and engagement was carried out across all consultee groups in advance, in between and following the formal consultation periods.

This is summarised below:

- **Phase One Consultation (28 April 2016 – 21 October 2016)**
 - Section 47 Consultation (Stage One)

- **Phase Two Consultation (15 March 2018 – 23 April 2018)**
 - Section 42 Consultation (Stage One)
 - Section 43 Consultation (Stage One)
 - Section 44 Consultation (Stage One)
 - Section 47 Consultation (Stage Two)
 - Section 48 Consultation (Stage One)

- **Phase 2a: Localised Consultation (25 June 2018 – 23 July 2018)**
 - Affected parties across all sections

Further details are provided below:

-
- 1) During the Phase One statutory consultation (consisting of the first stage of Section 47 consultation, which took place between 28 April and 21 October 2016), the Applicant held eight public exhibitions at six local venues close to the site. These exhibitions were advertised in local papers and on the Project website, the latter established to host all relevant consultation documents and project information, as well as an online feedback form. Invitations to these exhibitions were sent to all residents within the consultation zone and to key local stakeholders. Copies of plans, project information and feedback forms were available at all public exhibitions. These information packs were also available at a range of local deposit locations, including libraries. The LLG was maintained during this period with monthly updates (in the form of meetings or written briefings).
 - 2) The Phase Two statutory consultation (consisting of the second stage of Section 47 Consultation and the single stage of Section 42 and Section 48 Consultation) was held between 15 March and 23 April 2018. A total of six public exhibitions were held, focused primarily on the areas of primary interest (Blisworth and Milton Malsor), supported by a network of deposit locations and local information centres to ensure as many people as possible could take part in the consultation. Exhibitions were advertised in local papers and on the website. Invitations to these exhibitions were sent to all residents within the consultation zone and to key local stakeholders. Copies of plans and project information were available, along with feedback forms, and the Project website was updated with detailed consultation information. The LLG continued during this time. Consultation documents were sent to statutory consultees and publicity undertaken in accordance with the Act.
 - 3) Following the Phase Two Consultation, the Rail Central team had regard to all feedback and completed further assessment and design refinement, which resulted in minor changes to the Project. The Applicant therefore decided it would be appropriate to carry out further targeted consultation to ensure that those potentially affected had an opportunity to review the updated plans and provide their feedback. This is known as the Phase 2a Consultation and took place between 25 June 2018 and 23 July 2018. Notifications were sent to affected local residents, statutory bodies, landowners and other interested parties, inviting them to review the updated plans and provide feedback on them. Further information can be found in Chapter 11 of this Report.

1.5 Statement of Community Consultation (SoCC)

Prior to the launch of Phase One statutory consultation in April 2016, the Applicant produced and formally consulted on its Statement of Community Consultation (SoCC), with South Northamptonshire Council, Northamptonshire County Council and Northampton Borough Council. This was updated, consulted upon and

published as a fresh version for the Phase Two statutory consultation on 1 March 2018.

1.6 Changes made to the proposals following consultation

Consideration of the feedback received through consultation and wider stakeholder engagement has been a major contributing factor in the development of Rail Central. Consultation was carried out at an early enough stage in the development of proposals to allow consultees to have a real opportunity to influence the proposed development.

The Proposed Development has been carefully developed, based on a close understanding of the main SRFI site's characteristics. The elements of Rail Central that have materially changed as a result of feedback are detailed below:

1.6.1 Phase One Consultation – changes made following consultation

Figure 2: Changes made following Phase One Consultation

Phase One Consultation: changes made following consultation		
Change	Detail of change	Relevant plan
Reduction in Development Floorspace	There has been a reduction of development extent and overall floorspace from around 8,000,000 square feet (sqft) to 7,400,000 sqft to reduce visual impact. The Parameters Plan shows 702,097 sq m (Gross External Area).	Parameters Plan
Underpass not roundabout	The scheme design was changed to include an underpass where the main site 'spine road' crosses the Northampton Road, rather than a roundabout as first considered. This means HGVs have no contact with the Northampton Road once into the site and that vehicles (and pedestrians) travelling on the Northampton Road can also continue uninterrupted. These two roads are kept entirely separate.	Parameters Plan
Emergency only vehicular access off Northampton Road	Following comments, and adjoined to the introduction of the underpass, the plans were altered to ensure there would be no HGV or vehicle access to the site from Northampton Road, with vehicular access reserved only for emergency vehicles and controlled by the emergency services.	Parameters Plan
Arm Farm Pocket Park	A number of concerns were raised about the prospect of providing any built development on the parcel of land to the west of the A43	Green Infrastructure Plan

	<p>(Grand Junction) and consequently, the Applicant confirmed that it would not be redeveloped for possible hotel and public house/restaurant, or training and innovation centre. The Main SRFI Site will instead be safeguarded to provide landscaping and ecological mitigation and an informal pocket park for use by local residents. The proximity of this land parcel to the canal makes it of particular importance for bat mitigation with the potential to construct purpose made features. The proposed park will be low key and kept informal with native planting. The Northamptonshire Green Infrastructure Plan aspires to create a corridor of calcareous grassland along either side of the A43.</p>	
<p>Northampton Road Greenway</p>	<p>Following comments received during the Phase One Consultation, a green corridor parallel to Northampton Road at the Main SRFI Site will now be enhanced to create a landscape and walking route linking the villages of Blisworth and Milton Malsor. The existing route is defined with strong highway hedges broken up by intermittent areas of commercial and residential development. The Proposed Development has been set back from the existing road to provide a landscape buffer that will reduce the potential impact on landscape character between the two villages. Mitigation mounding will wrap around the edge of the development zones to the east of Northampton Road, which will aid with screening views across towards the proposed units and associated infrastructure. Existing hedgerows and hedgerow trees along Northampton Road will be protected and retained where feasible and reinforced with small pockets of new woodland planting. The bridge over the underpass linking the two development zones to the east and west of Northampton Road will be wide enough to accommodate a grass verge between the road and footpath and also a native hedgerow to aid with screening views back towards the Proposed Development and to provide continuation for pedestrians and road users. The footpath link between the two villages will be upgraded to a combined</p>	<p>Green Infrastructure Plan</p>

	<p>cycleway / footpath providing an ‘off road’ cycle link between the two villages and into the Proposed Development.</p>	
<p>Public Rights of Way</p>	<p>A number of concerns were raised about the impact of Rail Central on local Public Rights of Way (PROW) and Bridle Paths. The Project team has taken great care to ensure that any diversion or rerouting of PROWs or Bridle Paths preserves their accessibility and character. Indeed, Rail Central’s approach to PROWs and Bridle Paths has been influenced by consultation with Natural England, Northamptonshire Ramblers and the Ramblers Association, as well as local residents. The rerouting of elements of the existing PROW will ensure that Rail Central is able to provide a continuous route around the development. Indeed, approximately 66.2 hectares, or just over half of the structural landscape around the periphery of the site, will become publicly accessible amenity land.</p>	<p>Parameters Plan, Green Infrastructure Plan and Public Rights of Way Strategy</p>
<p>Landscape bunds</p>	<p>Concerns were raised about the visual impact on the surrounding villages of Milton Malsor and Blisworth. In response to these concerns, the size and number of landscaped bunds have been increased in an effort to further screen the development visually from Milton Malsor and Blisworth.</p>	<p>Green Infrastructure Plan</p>
<p>Lorry Park</p>	<p>The capacity of the lorry park to the south of Unit 10 at the Main SRFI Site was increased to further alleviate concerns over HGVs parking on local roads as they waited to gain access to the Rail Central site.</p>	<p>Parameters Plan (whilst the capacity of the lorry park is not referenced, the physical increase in the size of the lorry park is shown). The increased capacity is set out in a number of reports controlled by the DCO, including Chapter 5 of the Environmental Statement, the Design and</p>

		Access Statement and the Transport Assessment
Reorientation of warehouse units	In an effort to reduce the visual impact on the Railway cottages and Northampton Road, the distance between the closest buildings (Units 3 and 4) at the Main SRFI Site and these receptors has been increased. Unit 4, which is closest to the Railway Cottages, has also been reduced in size.	Parameters Plan (building line limits shown). The reorientation of the units is set out in a number of reports controlled by the DCO, including the Design and Access Statement.
Traffic engineering	The Illustrative Masterplan was updated in response to traffic engineering. The main gatehouse into the Main SRFI Site was removed to allow a freer flow of traffic. The central spine road was widened to ensure it could accommodate the traffic. The cycleway/footway running along Northampton Road was extended to link the eastern site into the cycle network.	Parameters Plan and Order Limits
Shuttle bus	A shuttle bus service and bus turning area were added to facilitate people using the Main SRFI Site.	Bus turning area shown on Parameters Plan. Shuttle Service is secured through the Framework Travel Plan
Parking areas	Parking numbers were updated at the Main SRFI Site to provide a ratio of spaces that accord more precisely with Local Authority Standards. The bus facility on the western site was redesigned to take up less land to allow for a landscape screen to the north.	The redesign of the bus facility is shown on the Parameters Plan. However, the increase in parking numbers is not shown as the purpose of the development zones is to provide maximum flexibility. The

		increased car parking ratio is set out in a number of reports controlled by the DCO, including the Transport Assessment.
Internal layout	Units 11 & 13 of the Main SRFI Site were amended to allow for the gradients required to achieve safe access from the spine road for HGVs. Unit 10 was reduced in size to allow the public right of way more space to navigate around the western side of the unit. Amendments to the Intermodal Area and Train Maintenance Depot were considered to allow for a longer intermodal area and rail accessibility and an electricity substation was added to the development to serve the power needs of the site.	The subsequent changes to the PROW, substation and rail infrastructure are shown on the Parameters Plans.
Barn Lane bus stops	In May 2017, members of the Rail Central Local Liaison Group raised concerns that unmarked bus stops are situated at the same location at Barn Lane as where the sheltered parking for the Proposed Development was initially proposed. As a result of this dialogue, the scheme design has been revised to result in the re-location of the proposed parking at Barn Lane so that the current position of the bus stops remains.	This is no longer proposed. However, it is included in the Operational Traffic Management Plan as a potential scheme that could be implemented (via a Section 106 contribution) if future monitoring demonstrates that it is necessary in the future. The scheme drawings are appended to the Operational Traffic Management Plan.

1.6.2 Phase Two Consultation – changes made following consultation

Figure 3: Changes made following Phase Two Consultation

Phase Two Consultation: changes made following consultation		
Change	Detail of change	Relevant plan
Access designs	A minor amendment to the development zones as shown in the parameters plan, which now enable the zones to directly abut the proposed internal estate roads, providing flexibility for access to the individual units. In addition, a minor realignment of the main access from the A43 into the site was made to the parameters plan.	Parameters Plan
Proposed heights near Milton Malsor	Zone 3 as previously shown on the Parameters Plan has now been split in to Zones 3a and 3b. Rail Central has reduced the maximum building heights within Zone 3a (to the north) from 18.5m to 15m. This is a direct response to concerns raised at Stage Two Consultation regarding visual impact.	Parameters Plan
Building limits within Zone 3a	The relocation of the “building limit” line within Zone 3a. This has been moved slightly, 48m to the west, to allow additional flexibility as to the future detailed design of the proposed warehousing.	Parameters Plan
Landscape bunds	An amendment to the landscape bunds in a direct response to concerns raised at Stage Two Consultation regarding visual impact. The proposals are to: <ul style="list-style-type: none"> - Raise the bund to the north of Zone 1 by 2m and extending it to the north; - Raise the bund to the north of Zone 3a by 2m, excluding at the northern tip where it remains as before; 	Green Infrastructure Plan

	<ul style="list-style-type: none"> - Reduce the ground levels in Zone 3a and 3b by 0.5m, and in Zone 4 by 0.35m; 	
Additional woodlands to the east of the Northampton Loop Line	Introduction of woodland blocks to the east of the Northampton Loop in keeping with wider landscape character. This is a direct response to concerns raised by South Northamptonshire Council.	Parameters Plan and Green Infrastructure Plan
Red line boundary	<p>Minor extensions to the 'red line' main site boundary (known as the Order Limits) for the A43 access in both a northerly and southerly direction prompted as a result of detailed technical design work.</p> <p>Also, minor alterations to the red line boundary (known as the Order Limits) highway junctions:</p> <ul style="list-style-type: none"> • A43 / Northampton Rd (Safety Scheme): this change is simply the introduction of additional safety signage to the south of the junction. It was prompted by Highways England, which requested that proposed signage should be replicated on both directions; • A5076 / Upton Way: this extension will allow for the approach road and left turn slip lane to be realigned, avoiding any impact on the bridge. The extension will be entirely within existing highway land, owned by Highways England. 	Order Limits Plan
Internal flexibility	Introducing a zone of flexibility on sections of the main site spine road, both to the east and west of Northampton Road. This zone extends to 20m either side of the current central alignment of the spine road within the site and will provide the necessary flexibility for delivering an alternative alignment at detailed design stage.	Parameters Plan
Occupational health	Introduction of on-site occupational health provision within the planned lorry park amenity facilities. This is a direct response to the comments of the Northamptonshire County Council Public Health Team.	Parameters Plan

1.6.3 Phase 2a Consultation – changes following consultation

A limited number of comments were received as part of the Phase 2a Consultation. This is reported in Section 11.

No changes were made to the plans as a result of feedback received at Phase 2a.

1.6.4 Other changes made as a result of feedback, which sit outside the DCO application process

Figure 4: Other changes

Change	Detail of change
Introducing a Property Bond scheme	<p>This is a wholly discretionary financial measure that has been offered to owners of properties in closest proximity to the site but that do not fall within the site boundaries. The intention of the Property Bond is to provide homeowners with certainty in relation to the value of their property.</p> <p>The Applicant introduced this scheme as it recognises the statutory Compensation Code could in certain cases provide inadequate comfort or certainty to homeowners in close proximity to the Project, where values may be impacted.</p>
Community benefits	<p>Developing a package of community benefits, including transport investments. the Applicant will:</p> <ol style="list-style-type: none">i. Establish a community liaison group to facilitate and fund liaison between local residents, local authorities and others to help maximise the local benefits during construction and operation. Representatives could include parish councils, local authorities and other statutory bodies, along with Gazeley GLP.ii. In conjunction with the Transport Review Group, monitor bus service provision to the Development to include measures to expand and improve the existing bus service to the Development, implement an HGV Routing Plan and coordinate the implementation of any Travel Plans.iii. Deliver a potential improvement scheme at Junction 28 (A43 / Towcester Road) to include warning and other signage. <p>As part of the Section 106 agreement, a landscaping fund will also be made available towards additional planting and landscaping for local residents in the immediate vicinity of the site.</p>

The *Design and Access Statement* provides further explanation of how the Proposed Development has evolved in response to all of the feedback received through

extensive engagement and consultation. This *Consultation Report* provides an analysis of the consultation undertaken to date and the responses received.

1.7 Statement of Compliance

In accordance with Section 37(3)(c) of the Act, this document comprises The Applicant's Consultation Report which sets out all pre-application consultation for Rail Central, including both statutory consultation (i.e. consultation prescribed by the Act) and non-statutory consultation (i.e. consultation undertaken in addition to that prescribed by the Act).

2 Introduction to the Report

2.1 Purpose of the Report

The purpose of this Consultation Report is to provide an account of the consultation that was carried out prior to submission of the Rail Central DCO application. This report demonstrates how The Applicant has complied with its duties under the Act to consult on and to publicise the proposed application, and to take account of responses to consultation and publicity.

The Report has been prepared pursuant to section 37(3)(c) of the Act, and sets out the approach taken regarding:

- (a) Statutory consultation (in order to comply with Sections 42, 47 and 48 of the Act) that has taken place during the development of the Project and how the consultation responses have been taken into account (pursuant to Section 49 of the 2008 Act) and subsequently shaped the final form of the DCO application.
- (b) Non-statutory "informal" consultation that has been undertaken on the Project and which has also had an effect on the development of the Project and the DCO application.

This Report forms part of the documentation for the DCO application.

2.2 The Applicant

The Applicant for this DCO is Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l., which comprises a joint venture partnership arrangement between Ashfield Land Management Limited and Gazeley GLP.

Ashfield Land is a property development and investment company active in all sectors of the commercial property market throughout the UK. Founded in 1990, Ashfield Land is a leading private UK property development and investment company working across the residential and commercial sectors. It has a strong track record of working across England and Scotland, including projects such as Regent Circus in Swindon, The Approach in Bristol and Two 74 in Glasgow. Ashfield Land is based in Bristol, London, Glasgow and Birmingham.

The joint venture partner is Gazeley, a Global Logistics Properties (GLP) company. Gazeley is a leading developer, investor and manager of European logistics warehouses and distribution parks with a 17 million square foot portfolio concentrated in the strategic logistics markets of the UK, Germany, France and the Netherlands. In addition to its operating portfolio, which is 98% leased to blue chip customers such as Amazon, UPS and Volkswagen, Gazeley has a prime land bank which allows for the development of an additional 16 million square feet.

2.3 The Project

Rail Central is being delivered to support the Government's agenda for moving more freight on rail and support the strength and competitiveness of UK business and the UK economy. The Government's policy on SRFIs is set out in the National Planning Statement on National Networks (NPS NN 2014). This states that there is a compelling need for new rail and road infrastructure in the UK. Rail Central responds to this need and would also deliver a number of further benefits to the local, regional and national economy.

Rail Central is a proposed new SRFI being promoted by Ashfield Land in partnership with Gazeley GLP. It seeks to develop a new SRFI in a location where the West Coast Main Line meets the Northampton Loop Line, near Blisworth and Milton Malsor in Northamptonshire.

The rationale for Rail Central is driven by its strategic location and direct connections to key rail and road networks. Northamptonshire is part of the Golden Triangle for distribution and logistics, so Rail Central would have excellent access to national, international, regional and local markets.

Access would be provided via the A43 trunk route, located within approximately 2 miles of the M1 motorway. Associated with the main SRFI site are upgrades to Junction 15A of the M1 and other associated minor highway improvement work to several junctions.

The Project consists of two Nationally Significant Infrastructure Projects (NSIPs). The main SRFI site is one NSIP and the Junction M1 15A construction work is the other. Rail Central would provide up to 702,097 sq m (Gross External Area) of rail connected and rail served warehousing of storage and distribution space with ancillary service buildings including a lorry park, terminal control building and bus terminal, rail infrastructure (to include sidings and three gantry cranes), service depot, associated access with new road infrastructure from the A43, ground works, highways, landscaping and other accompanying infrastructure works.

2.4 Structure of the Report

This Report describes the consultation process that the Applicant has followed in terms of both the non-statutory "informal" stages of consultation and the formal consultation and publicity stages as required under Sections 42, 47 and 48 of the 2008 Act. Further consultation subsequent to the completion of the formal pre-application consultation but prior to the Application being made is also described. The Consultation Report is structured in a broadly chronological order, reflecting the iterative consultation process that was followed.

The Report is structured in the following way:

Figure 5: Report structure

Part / Chapter	Description	Overview
PART ONE: INTRODUCTION		
Chapter 1	Executive Summary	An overview of the Project, consultation activity, regard had to feedback and resulting scheme changes.
Chapter 2	Explanatory Note	A chronological summary of consultation activity cross-referenced to chapters of the Report.
Chapter 3	Introduction to the Report	Sets out the purpose and structure of the Report.
Chapter 4	Regulatory Context	Sets out the Regulatory Context to consultation, including: <ul style="list-style-type: none"> • The relevant legislation and guidance • Statement of Compliance • Compliance with EIA Regs
Chapter 5	Approach to Consultation	Sets out the approach taken to informal and formal consultation and publicity under Sections 42, 43, 44, 47 and 48 of the Act for the Project, including: <ul style="list-style-type: none"> • Definition of consultees • The Consultation Strategy • The Consultation Approach • Data Protection
PART TWO: NON-STATUTORY CONSULTATION		

Chapter 6	Non-statutory Consultation	Sets out non-statutory 'informal' consultation conducted prior to the formal Sections 42, 47 and 48 consultation and publicity stages under the Act.
PART THREE: STATUTORY CONSULTATION – SECTION 47		
Chapter 7	Section 47 Consultation: Stage One	<p>Sets out:</p> <ul style="list-style-type: none"> • The approach to Stage One of the Section 47 consultation including development of the Statement of community Consultation (SoCC) and the methods used to consult. • On a topic by topic basis, responses received from Phase One Section 47 consultees and summarises the regard that has been had to the responses in finalising the DCO application.
Chapter 8	Section 47 Consultation: Stage Two	<p>Sets out:</p> <ul style="list-style-type: none"> • The approach to Stage Two of the Section 47 consultation including reissue of the SoCC and the methods used to consult. • On a topic by topic basis, responses received from Phase Two Section 47 consultees and summarises the regard that has been had to the

		responses in finalising the DCO application.
PART FOUR: STATUTORY CONSULTATION – SECTION 42		
Chapter 9	Section 42 Consultation	<p>Sets out:</p> <ul style="list-style-type: none"> • What has been done to satisfy the requirements of Section 42 of the Act. • Summarises responses received from Section 42 consultees and summarises the regard that has been had to the responses in finalising the DCO application.
PART FIVE: STATUTORY CONSULTATION – SECTION 48		
Chapter 10	Section 48 Consultation	<p>Sets out:</p> <ul style="list-style-type: none"> • Development and publication of the Section 48 notice. • An account of responses received under Section 48 consultees
PART SIX: POST FORMAL CONSULTATION		
Chapter 11	Phase 2a: Localised Consultation	<p>Sets out approach taken to Localised Consultation on amendments to the proposals following Phase Two Consultation, including:</p> <ul style="list-style-type: none"> • Summary of project changes consulted on • The timing of consultation • Consultation activity • Feedback

Chapter 12	Post formal consultation engagement	Sets out informal engagement with S42, S43 and S47 consultees following Phase Two statutory consultation.
PART SEVEN: CONCLUSION		
Chapter 13	Conclusion	Summarises consultation activity and resulting changes to the Proposals.

The main body of this Report summarises the consultation process, responses received and the regard that has been had to those responses. A fuller summary of the consultation responses is set out as follows:

- Appendices 27 to 28 – Responses received from Section 47 consultation (Stage One) and the regard The Applicant has had to these responses
- Appendices 51 to 53 – Responses received from Section 47 consultation (Stage Two) and the regard The Applicant has had to these responses
- Appendix 49 – Responses received from Section 42 consultation and the regard The Applicant has had to these responses, including Section 43 consultees
- Appendix 50 – Responses received from Section 44 consultation and the regard The Applicant has had to these responses

Throughout this Consultation Report, reference is made to a number of other application documents, particularly the Environmental Statement and the draft DCO. In reading this Report, due attention should be paid to the contents of these other DCO application documents. This is particularly important in understanding how regard has been had to the consultation responses in finalising the DCO application.

2.5 Next Steps

Assuming the Planning Inspectorate accepts the DCO application for examination on behalf of the Secretary of State following its 28-day acceptance period, a number of steps will be initiated. This includes the opportunity for interested parties to register to be involved in the examination process and to provide comment in the form of written representation, direct to the Planning Inspectorate, on the merits of the Project.

For information on how to register in order to be able to comment on the DCO application and be involved in the examination process, readers are referred to the

Planning Inspectorate's website (<https://infrastructure.planninginspectorate.gov.uk/>) or alternatively a copy of the registration form can be requested from the Planning Inspectorate helpline on 0303 444 5000. Representations on the DCO application must be provided at that stage to the Planning Inspectorate rather than to The Applicant.

The key steps following the submission of an application to the Planning Inspectorate may be summarised as follows:

- (a) The Planning Inspectorate considers the DCO application and decides whether to accept the DCO application within 28 days of receipt.
- (b) The Planning Inspectorate notifies The Applicant of acceptance (or refusal).
- (c) If accepted, The Applicant publishes a notice of an accepted application in the prescribed manner and provides a date by which responses must be received by the Planning Inspectorate.
- (d) Interested parties that wish to respond must register in the prescribed manner and within the deadline published in the acceptance notice, which must be within 30 days.
- (e) Within approximately two to three months following the end of the response period, the Planning Inspectorate will hold a preliminary meeting to establish how the DCO application will be examined and what issues are to be the focus of the examination. The preliminary meeting marks the start date of the six-month period for examination.
- (f) The examination may require further written representations from interested parties or involve hearings where interested parties can make further representation on issues of interest to the examiners.
- (g) Following examination, within three months the examining authority will provide a recommendation to the Secretary of State on whether or not to grant consent.
- (h) The Secretary of State decides whether to grant consent after an additional three months.

Following consent determination, and assuming consent is awarded, The Applicant would expect to continue to consult relevant bodies and interested parties in developing the Project and subsequently throughout the construction and operational phases.

3 Explanatory text

3.1 Consultation process

This Consultation Report documents the consultation undertaken by the Applicant.

This section of the Report seeks to provide a quick reference guide to the consultation undertaken. This is in response to advice provided by the Planning Inspectorate in *Advice Note 14: Compiling the Consultation Report*, which states that the Applicant should set the scene and provide an overview of the whole pre-application stage.

Throughout the development of Rail Central, the Applicant sought to engage thoroughly with affected stakeholders whether individuals, organisations or statutory consultees. When engaging with affected communities, the Applicant agreed strategies and methods of engagement with the affected local planning authorities. The team has also sought to meet requests for additional local presentations and taken account of ways in which it could further maximise awareness and participation in the consultation process.

Figure 1 summarises, in chronological order, the key pre-application consultation activities that have taken place with consultees. References are provided to the relevant chapters of the Consultation Report where more information can be found on the specific activities. The boxes highlighted in grey indicate the activities undertaken for the Application in its current form.

Further explanation on the pre-application activities set out in Figure 6 below. The shaded grey boxes denote the main statutory consultation phases.

Figure 6: Overview of pre-application consultation

Date	Consultation	Further information
From mid-2015	Initial briefing with key section 42 consultees, including Network Rail, Highways England and leadership of South Northamptonshire Council, Northampton Borough Council and Northampton County Council.	Chapter 6 of the Consultation Report
November 2015 to January 2016	Initial briefing with host parish councils (section 42), council ward members and council departments, Chris Heaton-Harris MP and Rt Hon Andrea Leadsom MP (section 47).	Chapter 6 of the Consultation Report

January – February 2016	Issued 'Introduction to Rail Central' leaflet to local authorities, parish councils (section 42) and local community (section 47).	Chapter 6 of the Consultation Report
February – March 2016	Established the Local Liaison Group (LLG) and held introductory meeting. Monthly written updates and regular meetings followed thereafter.	Chapter 6 of the Consultation Report
March 2016 onwards	Briefings and consultation with Section 44 consultees.	Chapter 9 of the Consultation Report
January – June 2016	Follow-up briefings with key consultees, including local authorities, Network Rail and Highways England.	Chapter 6 of the Consultation Report
March 2016	Consultation on Statement of Community Consultation (SoCC) with host local authorities.	Chapter 7 of the Consultation Report
April 2016	Letters and newsletter issued to section 47 consultees regarding Phase One consultation.	Chapter 7 of the Consultation Report
28 April – 21 October 2016	Phase One Statutory consultation: section 47 consultees Including SoCC publication, public exhibitions, LLG meetings, letters to schools and education services offering briefings or curriculum support and further community newsletter.	Chapter 7 of the Consultation Report
April 2016 – March 2018	Ongoing engagement and briefings with key section 42 consultees, including Network Rail, Highways England and local authorities.	Chapter 9 of the Consultation Report
October 2016 – March 2018	Ongoing engagement and briefings with section 47 consultees, including community newsletters, LLG meetings and briefing with Towcester Primary School and Northampton College.	Chapter 6 of the Consultation Report

June 2017 – February 2018	Consultation on revised SoCC with host local authorities.	Chapter 8 of the Consultation Report
15 March – 23 April 2018	Statutory consultation: Phase Two of Section 47 Including SoCC publication, public exhibitions and letters to schools and education services.	Chapter 8 of the Consultation Report
15 March – 23 April 2018	Statutory consultation: Section 42	Chapter 9 of the Consultation Report
15 March – 23 April 2018	Statutory consultation: Section 43	Chapter 9 of the Consultation Report
15 March – 23 April 2018	Statutory consultation: Section 44	Chapter 9 of the Consultation Report
15 March – 23 April 2018	Statutory consultation: Section 48	Chapter 10 of the Consultation Report
25 June – 23 July 2018	Phase 2a Consultation: Localised Consultation	Chapter 11 of the Consultation Report
From October 2016 to September 2018 (excluding consultation periods)	Post-formal consultation engagement	Chapter 12 of the Consultation Report

4 Regulatory Context

4.1 The Consultation Report

The requirement for a Consultation Report is set out in Section 37(3)(c) of the Act where it is noted that an application for a DCO must, among other things, be accompanied by a Consultation Report. Section 37(7) of the Act defines the Consultation Report as a document giving details of:

- (a) What has been done in compliance with Sections 42, 47 and 48 of the Act in relation to a proposed application that has become the application;
- (b) Any relevant responses received to formal consultation undertaken; and

(c) The account taken by the Applicant of any relevant responses.

The Consultation Report responds to one of the key requirements set out in the Act; i.e. the statutory obligation on applicants to carry out a process of pre-application consultation. This consultation should be undertaken with statutory or prescribed bodies (under Section 42 of the Act), with local communities (under Section 47) and through the general notification of a proposed application (under Section 48).

The legislative context on these sections of the Act is further described in this Consultation Report as follows:

(a) The duty to consult under Section 47 is set out in Chapter 6 and 7

(b) The duty to consult under Section 42 is set out in Chapter 8

(c) The duty to publicise under Section 48 is set out in Chapter 9.

Section 50 of the Act provides that the Applicant must have regard to any guidance issued by the Secretary of State. DCLG guidance on the pre-application process for major infrastructure projects, including the *Planning Act 2008: Guidance on the pre-application process (March 2015)* has been issued which contains commentary on Consultation Reports. Where an Applicant has not been able to follow this guidance, they should provide comments setting out why this is the case in the Consultation Report.

4.2 Relevant legislation and guidance

In developing the approach to consultation for the Project, the Applicant has given careful consideration to the specific requirements set out in the following legislation:

- Planning Act 2008 (the Act)
- The Infrastructure Planning (Applications: Prescribed Forms and Procedures) Regulations 2009 (the Applications Regulations); and
- The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).

In addition, in preparing this Consultation Report, attention has been given to:

- DCLG guidance on the pre-application process (March 2015) (the DCLG guidance)
- The Planning Inspectorate Advice Note 6 on the Preparation and Submission of Application Documents (February 2016)
- The Planning Inspectorate Advice Note 14 on the Consultation Report (April 2012).

Further information on how the Applicant has had regard to the requirements of the 2008 Act and accompanying guidance in undertaking its formal consultation activities is detailed in the relevant Chapters of this Consultation Report.

4.3 Statement of Compliance

The Chapters of this Consultation Report that set out the activities the Applicant has undertaken under Sections 47, 42 and 48 of the 2008 Act (Chapters 7 and 8, 9 and 10 respectively) and summarise the relevant responses and regard that the Applicant has had to the responses each conclude with a Statement of Compliance, as does Chapter 11 which addresses the further targeted stage of consultation (Phase 2a). These Statements seek to confirm that the Project has adhered to relevant legislation and guidance in undertaking pre-application consultation.

Appendix 1 demonstrates that, to the best of the Applicant's knowledge and using best endeavours, all relevant requirements set out in the legislation and guidance listed above have been adhered to in completing the pre-application process for the Project.

4.4 Compliance with EIA Regs

Figure 7 below details how the Applicant's pre-application consultation has complied with statutory requirements under the EIA Regulations, and if appropriate, where further detail is presented in the Consultation Report.

The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 came into force in the UK on 16th May 2017 ('the EIA Regulations') replacing the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 (the 2009 Regulations). Regulation 37 of the 2017 EIA regulations provides transitional measures for projects for which an ES was submitted or updated, where a Scoping Opinion was sought, or where a screening opinion has been sought or provided under the 2009 Regulations before 16th May 2017. In such cases, the provisions of the 2009 Regulations (as amended) will continue to apply.

Rail Central formally provided notification under Regulation 6(1)(b) of the 2009 Regulations that it proposed to provide an Environmental Statement and submitted a Scoping Report to the Secretary of State in December 2015. The 2009 Regulations (as amended) remain the relevant consideration. Notwithstanding that the conclusions of that report and the returned Scoping Opinion submitted and received in 2015 remain relevant considerations, as a matter of good practice and to ensure that as robust an EIA as possible, the requirements of the 2017 EIA regulations were applied in the ES. In keeping with this, a letter confirming voluntary compliance with the 2017 EIA Regulations (Appendix 3), was submitted to PINS on 21 March 2018 prior to the application.

Figure 7: Compliance

Compliance EIA Regulations requirement	Action and comment	Further Detail
<i>Regulation 6 (2009 Regulations)</i>	<i>The Applicant notified the Planning Inspectorate in its letter dated 10 December 2015. Confirmation received.</i>	<i>Section 14.4 Appendix 2</i>
<i>Regulation 9 (2009 Regulations)</i>	<i>Regulation 9 letter from the Planning Inspectorate received 21 January 2016 with an accompanying list of Regulation 9 consultation bodies and interested persons.</i>	<i>Section 10.2</i>
<i>Regulation 8</i>	<i>The Applicant also submitted a letter confirming voluntary compliance with the 2017 EIA Regulations on 21 March 2018</i>	<i>Section 4.4 Appendix 3</i>
<i>Regulation 11</i>	<i>Regulation 11 letter from the Planning Inspectorate received 16 April 2018 with an accompanying list of Regulation 11 consultation bodies and interested persons.</i>	<i>Appendix 43</i>
<i>Regulation 12</i>	<i>The SoCC confirms that the development for which the applicant proposes to make an application for an order granting development consent is EIA development and</i>	<i>Section 7.3 (Phase One) Section 8.4.2 (Phase Two)</i>

	<i>how the applicant intends to publicise and consult on the preliminary environmental information.</i>	
<i>Regulation 13</i>	<i>The Applicant sent a copy of the Section 48 notice to the relevant consultation bodies at the time of publication of the Section 48 notice</i>	<i>Section 10.5 Also: Section 9.4.3</i>

5 Approach to consultation

5.1 Introduction

This Chapter of the Consultation Report sets out the approach taken to informal consultation and formal consultation and publicity under Sections 42, 47 and 48 of the Act for the Project.

The activities undertaken under Sections 47, 42 and 48 are provided in detail in Chapters 6 and 7, 8 and 9 respectively. Together, these Chapters seek to provide the information required under section 37(7)(a) of the Act and the relevant parts of the DCLG guidance on pre-application consultation. Activities carried out during informal consultation are detailed in Chapter 6.

5.2 Defining the consultees

At an early stage in the planning process, the Applicant identified the relevant consultees with which it would consult as it developed its proposals. The consultees were based on the categories set out in the Planning Act 2008 and included prescribed consultees such as Network Rail and Highways England; local authorities and parish councils; landowners; and the Planning Inspectorate itself. Specific engagement for Rail Central began in late 2015, preceded by preliminary discussions with bodies such as Network Rail and Highways England.

As the proposals developed, and in particular the scope of highways improvements was further defined, the breadth and definition of the consultees also developed to ensure it correctly reflected the scale and impact of the proposals. Contact details were also updated where necessary.

The consultees were defined in line with the relevant section from the Planning Act, namely:

Figure 8: Consultee categories

Consultee category	Explanation
Section 42	Prescribed consultees as defined by the Act, including Network Rail, Highways England, the Environment Agency, Natural England, the Canal & River Trust, and parish councils covering the sites and the surrounding area.
Section 43	Local authorities as defined by the Act, including South Northamptonshire Council, Northampton Borough Council, Northamptonshire County Council and other site and adjoining upper tier, lower tier and unitary authorities.
Section 44	Individuals and organisations with an interest in the land, including land owners, lessees, tenants and occupiers of the land. This included the main site, the M1 J15A site and the various proposed highways works sites.
Section 47	Local community across all the sites including local residents; businesses; interest and community groups; schools and youth organisations; and elected representatives such as local councillors and Members of Parliament.

5.3 The Consultation Strategy

The Applicant has consulted with the local community (Section 47), statutory consultees (Section 42) and non-statutory stakeholders, and delivered the requirements of Section 48, as defined and required pursuant to the NSIP planning process.

The purpose of consultation was to brief the local community and relevant stakeholders on the proposed Project, identify issues and seek to address them through the development of the plans. The Applicant sought to ensure it had an appropriate knowledge and understanding of specific issues and concerns as held by stakeholders and the community so that views and suggestions could be considered, regard had to them and fed into the development where possible.

Consultation took place in a clear and sequential way, as highlighted in Figure 9.

Figure 9: Project timeline

What?	Why?	When?
General introduction to Rail Central and contacting / briefing key	To inform people about the proposals, what they are, and how the NSIP planning process	Active promotion of the Project

local stakeholders and representatives	works so that people know how they can participate	started in November 2015
Phase One Consultation: Public / local community consultation (first stage of Section 47) including public exhibitions	To provide baseline environmental information on the draft proposals and seek feedback via the public exhibitions and throughout the spring/summer Phase One consultation period	Phase One consultation took place between 28 April and 21 October 2016
Phase Two Consultation: Local community, statutory consultees and wider public consultation (single stage of Section 42 and Section 48 and second stage of Section 47)	To provide further Preliminary Environmental Information for consultation, in line with the preparation of the Environmental Statement which will be submitted as part of the DCO application	Phase Two consultation ran from 15 March 2018 to 23 April 2018
Phase 2a Consultation: Localised Consultation	To consult on the latest Project amendments and refinements to the plans, which had been carried out since the Phase Two Consultation	Phase 2a consultation ran from 25 June 2018 to 23 July 2018
Summarise feedback and draft Consultation Report	To demonstrate that all relevant feedback has been considered and to show how the Applicant has had regard to comments submitted through the consultation	April 2018 to August 2018
Publication of Consultation Report as part of DCO submission	To meet the prescribed requirements of the NSIP process and ensure the completeness of the DCO	September 2018

Ultimately, the approach the Applicant took to consultation ensured the local community, statutory and non-statutory stakeholders, and others had the opportunity to learn about the proposals and participate in the consultation process. This ensured that local and stakeholder views were able to influence the development of the plans.

5.4 Approach

Initial, informal pre-application consultation helped to make people aware of how and when they could get involved in the statutory consultation process. Briefings were held with a range of key political stakeholders and business groups to inform about the proposals and explain the overall approach to consultation. Additionally, awareness of the Project locally was raised through media briefings and updates to ensure local communities were aware of the Project and the planned consultation, and the contact details and website address for further information.

With Project awareness widely established and dialogues in place between the Project team and a full range of stakeholders (community/public and technical/statutory), the foundation for an effective and meaningful statutory consultation was set.

The statutory consultation was then carried out as follows:

- On 28 April 2016, the Applicant launched Phase One statutory consultation, which comprised the first stage of formal community consultation under Section 47 of the Act. This took the form of a series of public exhibitions in the local area. Approximately 1,000 local residents and other interested parties attended across the eight days of public exhibitions, held in Blisworth, Milton Malsor, Roade, Collingtree and Towcester. Please see Chapter 7 for further details. This consultation closed on 21 October 2016.
- Phase Two statutory consultation, which comprised the second stage of community statutory community consultation under Section 47 of the Act took place based on updated and more detailed plans between 15 March 2018 and 23 April 2018. Further details can be found in Chapter 8. Section 42 and Section 48 consultation also took place alongside this as part of the Phase Two statutory consultation. Please see Chapter 9 for further details.

5.5 Responding to concerns raised about ‘consultation’

During consultation, Rail Central has consistently set out the scope of the consultation, its purpose, why stakeholders were being invited to participate, and how feedback would be used. This started with an ‘educate and inform’ element to the project and the DCO process (late 2015 / early 2016) including early communications (notably the first Community Update newsletter) which sought to introduce local stakeholders to the DCO process and the principles of the project. Rail Central recognised that no NSIP has previously been brought forward in South Northamptonshire and both communities and broader stakeholders needed to familiarise themselves with the NSIP process and the DCO regime. Rail Central communications consistently referred stakeholders to the National Infrastructure Planning website and to the guidance and information therein on the NSIP process and, specifically, the consultation process.

Building on this general introduction, Rail Central initiated formal consultation having put in place a SoCC (which was consulted on with the relevant local authorities as explained in this Consultation Report). Throughout formal and informal consultation – and in line with its commitments to consultation and the SoCC principles – Rail Central continued to advise interested parties and stakeholders on the consultation process, how it works and what it seeks to achieve.

Information was provided at public exhibitions during both Phase One and Phase Two, complemented by information across all of the other channels being used by Rail Central (i.e. on-line, direct engagement with stakeholders, e-mail and letter correspondence, briefing meetings etc).

The local community opposition group, Stop Rail Central, has taken as a theme its perception that ‘Rail Central is not consulting’. This is based on its in principle objection to the proposals and its intention to misrepresent the scope and purpose of NSIP consultation. This is highlighted by Stop Rail Central’s use of ‘exit polls’ from public exhibitions in Phase One and Phase Two and its efforts to seek to deflect people from the intended purpose and scope of NSIP consultation.

Rail Central has consistently responded to Stop Rail Central to address questions about the scope and purpose of the consultation – in addition, Rail Central’s proactive hosting of LLG meetings has afforded multiple opportunities for Rail Central to advise that the purpose and scope of consultation is to seek feedback on proposed scheme design and mitigation design in order to better understand views on these subjects and, through design iteration and evolution, to respond to feedback.

The way in which Rail Central has undertaken this iterative and progressive design process is explained and evidenced throughout this Consultation Report.

Where Stop Rail Central and, on occasions, others visiting the public exhibitions, the LLG or engaging with Rail Central, have questioned the scope and remit of consultation, Rail Central has addressed these points through the appropriate channels. This included responding directly to questions raised at exhibitions, clarifying details during meetings of the LLG, and/or responding directly when such questions have been raised. Rail Central has also regularly addressed the deliberate insinuation from in principle opponents that its consultation has not been what the ‘in principle’ opponents would seek to have as their preferred definition of ‘consultation’.

Rail Central has taken action throughout the consultation period (formal and informal) to communicate the purpose of consultation. On a number of occasions, in principle opponents have interpreted consultation as ‘helping the developer’ and taken the view that they do not wish to ‘help the developer’. This view, for example, has been articulated to Rail Central at public exhibitions and during meetings of the LLG. While this position is regrettable, Rail Central recognises that stakeholders –

and in principle opponents – will form their own opinions with regard to consultation and engagement.

Rail Central has and continues to engage with stakeholders, communities and interested parties in line with its SoCC and the principles and commitments of proactive and responsible engagement that have been established from the outset in late 2015 and are consistent with the NSIP process.

5.6 Data Protection

The Applicant has ensured compliance with data protection and privacy legislation through the pre-application and consultation phases.

On 25 May 2018, following the Phase Two Consultation but before submission of the application, the General Data Protection Regulation (GDPR) came into force, replacing the 1995 Data Protection Directive.

Consultee details held as part of the statutory consultation process fall within the definition of data, which applies to ‘any data that can be used to identify an individual and so includes names and email addresses’. In light of this new regulation, the Applicant has ensured that arrangements were already in place and compliant by the time the new provisions came into force. This included establishing a GDPR-compliant privacy notice, published on the website and on the Phase 2 feedback forms.

PART TWO: NON-STATUTORY CONSULTATION

6 Initial non-statutory consultation

6.1 Introduction to this stage of consultation

This Chapter of the Consultation Report outlines the informal consultation before, between and after the two phases of statutory consultation which are required by the Act. Details of informal consultation following statutory consultation is detailed in Chapter 12. During this early stage the Applicant aimed to inform local residents and organisations (including local authorities) about the plans and best prepare them to respond to statutory consultation when it followed.

This non-statutory phase of consultation helped inform the approach later taken in the statutory phases of consultation.

Informal consultation continued outside of the defined windows of statutory consultation throughout the pre-application process.

6.2 Guidance

Government guidance, as outlined in paragraph 18 of the Department of Communities and Local Government (DCLG) *Planning Act 2008: Guidance on the pre-application process* (March 2015), recognises that early involvement of local communities, local authorities and statutory consultees can bring about significant benefits for all parties, for example by helping the Applicant identify and resolve issues at the earliest stage; enabling members of the public to influence proposed projects; helping local people understand the potential nature and local impact of the proposed project; and enabling potential mitigation measures to be considered.

It also notes, at paragraph 29 of the same DCLG guidance document, that Applicants will often need detailed technical input from expert bodies to assist with identifying and mitigating the social, environmental, design and economic impacts of projects, and other important matters. Technical expert input will often be needed in advance of formal compliance with the pre-application requirements. Early engagement with these bodies can help avoid unnecessary delays and the costs of having to make changes at later stages of the process.

6.3 Preparation for non-statutory consultation

The Applicant identified relevant local authorities as the first priority for this phase of consultation. It also identified all other local bodies who would be consulted with on

an informal basis ahead of scheduling meetings with these groups and produced an introductory leaflet outlining the proposals, along with a FAQs section to ensure clarity about these.

The Applicant carried out initial Environmental Scoping and submitted an Environmental Statement Scoping Report to PINs on 11 December 2015. This was published on the Project page of the National Infrastructure Planning website on 14 December 2015. A Scoping Opinion report was subsequently adopted by the Government on 21 January 2016 and was published on the same website shortly afterwards, on 9 February 2016.

The Scoping Report detailed the technical work done up to that point and set out the full range of environmental aspects to be addressed as proposals were developed for consultation.

The Applicant also contacted relevant persons to introduce the Project to local councillors, parish councils and representatives ahead of the full public consultation that took place from spring 2016.

6.4 Non-statutory consultation activities

The process of consultation began in late 2015 and the informal consultation detailed below continued through until the beginning of Phase One statutory consultation in April 2016.

6.4.1 Informal consultation with the community

The Applicant contacted a range of stakeholders during this period, as set out in *Figure 10* with the purposes of:

- Informing them of the emerging plans for Rail Central
- Informing them of the proposed community consultation around those plans
- Offering an early opportunity to provide feedback before statutory consultation.

Figure 10: Overview of non-statutory consultation

Activity	Description
Introducing proposals	30 September – 24 November 2015: Introductory emails and meeting requests sent to local MPs (Andrea Leadsom MP and Chris Heaton-Harris MP) as well as the following local authorities and parish councils: Blisworth Parish Council Milton Malsor Parish Council

Activity	Description
	<p>South Northamptonshire Council Northampton Borough Council Northamptonshire County Council</p> <p>LEPs were also contacted, including South-East Midlands Local Enterprise Partnership (SEMLEP) and Northamptonshire Enterprise Partnership (NEP).</p>
<p>Preparatory meetings</p>	<p>24 November 2015 – 4 April 2016: Meetings held to introduce proposals and process with local MPs, LEPs, parish councils, local media and members of the local community, including:</p> <p>Chris Heaton-Harris MP (24 November 2015) Milton Malsor Parish Council (8 December 2015) The office of Andrea Leadsom MP (17 December 2015) NEP (17 December 2015) Blisworth Parish Council (4 January 2016) SEMLEP (28 January 2016) Nick Spoons, journalist at the <i>Northampton Chronicle & Echo</i> (9 February 2016) Mark Redding, Stop Rail Central coordinator (9 February 2016) NEP Logistics Forum (10 February 2016) NEP Board (10 February 2016) SNC Development Control Committee (10 March 2016) Rt Hon Andrea Leadsom MP (29 March 2016) Roade Parish Council was contacted, introduced to the proposals and offered a meeting. A representative subsequently attended the first LLG meeting on 16 March 2016.</p>
<p>Preparatory briefing phone calls</p>	<p>11 January 2016 – 12 January 2016: Following and further to the above contact, calls were made to all other local parish councils to introduce proposals</p> <ul style="list-style-type: none"> • Tiffield Parish Council • East Hunsbury Parish Council • Shutlanger Parish Council • Stoke Bruerne Parish Council • Collingtree Parish Council

Activity	Description
	<ul style="list-style-type: none"> • West Hunsbury Parish Council • Hunsbury Meadows Parish Council • Wootton Parish Council • Grange Park Parish Council • Rothersthorpe Parish Council • Gayton Parish Council • Courteenhall Parish Council • Easton Neston Parish Meeting (technically Easton Neston Parish Meeting is not a parish council but was in practice treated as such) <p>Subsequently, in February 2016, Quinton Parish Council was contacted and briefed.</p>
Introductory leaflet mail out	<p>13 January 2016 – 18 January 2016: Leaflet sent to all local MPs, county councils, borough councils, LEPs and parish councils, and to all local residents within consultation zone (circa 2,500 properties) to outline proposals, plans and process.</p>
Further briefing meetings	<p>28 January 2016 – 10 February 2016: Further briefing meetings held with LEPs, local media and local opposition group.</p>
Local liaison group established	<p>10 February 2016 – 25 February 2016: Invitations sent out to local MPs, county councils, borough councils, 15 parish councils and the local opposition group to take part in a Local Liaison Group (LLG). This was established as a means of sharing and co-ordinating information.</p> <p>The LLG was a valuable route for sharing information and maintaining engagement with the local community throughout the process of consultation and beyond. Since its establishment, the LLG has been provided with monthly updates on the development of the Project and met with the Applicant at key junctures during this process.</p> <p>The LLG has remained an important group throughout further consultation including both phases of statutory consultation, as detailed in later sections of this Report.</p>

Activity	Description
LLG meetings	16 March 2016: LLG meeting held with political stakeholders and representatives of local community who agreed or asked to be part of group.
Further preparatory briefing meetings	29 March 2016: Further preparatory briefing meetings held with local political stakeholders.

6.4.2 Informal consultation with key stakeholders

Considerable informal engagement has taken place with a wide range of technical statutory and non-statutory bodies and other stakeholders, above and beyond the statutory consultation phases. Please see Appendix 10 for further details of this.

6.4.3 Local Liaison Group (LLG)

Since March 2016, monthly updates have been provided to the LLG members, either via email or at a meeting.

All meetings were held at the Walnut Tree Inn, which is located in Blisworth Arm near to the site and to local villages. All meetings were well attended by typically around 20 LLG members and approximately six members of the Rail Central team.

The sequence of meetings and key written updates is detailed here:

Figure 11: Overview of LLG engagement

Activity	Format
10 February 2016	Email – invitations issued to participate in the LLG
9 March 2016	Email – briefing note with agenda for the forthcoming LLG workshop
13 March 2016	Workshop – background, transport, design, landscaping (1st meeting)
20 April 2016	Email – confirmation of consultation, the SoCC and exhibition dates
27 April 2016	Email – advance copies of consultation materials to be published next day
11 May 2016	Email – invitation to next LLG meeting and provisional agenda
27 May 2016	Email – reminder email and logistics for LLG meeting

Activity	Format
31 May 2016	Meeting – focused on consultation update, next steps, rail (2nd meeting)
30 June 2016	Email – briefing note with updates on highways, transport and visualisations
29 July 2016	Email – consultation update and invitation to next LLG meeting
24 August 2016	Email – copies of published visualisations and details of next LLG meeting
8 September 2016	Email – agenda for forthcoming LLG meeting
13 September 2016	Meeting – focused on highways and visualisations (3rd meeting)
21 September 2016	Email – meeting notes and update on the consultation extension
30 September 2016	Email – further general update and next steps
21 October 2016	Email – account of consultation feedback and how it will be reported
28 November 2016	Email – project update and request for possible future deposit locations
8 December 2016	Email – advance copy of the Winter 2016/17 newsletter
27 January 2017	Email – project update, highways, invitation to next LLG meeting
24 February 2017	Email – highways update and March meeting rescheduled to May
18 April 2017	Email – advance copy of Spring 2017 newsletter and May meeting details
15 May 2017	Email – reminder of forthcoming LLG meeting
19 May 2017	Email – agenda for forthcoming LLG meeting
24 May 2017	Meeting – focused on highways (4th meeting)

Activity	Format
6 June 2017	Email – invitation to next LLG meeting
30 June 2017	Email – project and consultation update, agenda for next LLG meeting
14 July 2017	Email – reminder for LLG meeting
18 July 2017	Meeting – focused on rail (5th meeting)
21 July 2017	Email – next steps and note of meeting
11 August 2017	Email – update and revision on consultation schedule
27 September 2017	Email – project update and advance copy of newsletter
31 October 2017	Email – project update including surveys and highways modelling
30 November 2017	Email – project update including highways modelling
29 December 2017	Email – update on timings for consultation
31 January 2018	Email – provisional consultation schedule and date for next LLG meeting
16 February 2018	Email – confirmation of next LLG meeting
1 March 2018	Email – agenda for LLG meeting
8 March 2018	Meeting – consultation preview (6th meeting)
29 March 2018	Email – reminder overview of consultation process and timings
27 April 2018	Email – report back from consultation and overview of next steps
30 May 2018	Email – update on feedback analysis and next LLG meeting
20 June 2018	Email – notification of amendments and invitation to next LLG meeting

Activity	Format
25 June 2018	Email – notification and materials for Phase 2a: Localised Consultation
10 July 2018	Email – agenda for forthcoming LLG meeting
17 July 2018	Meeting – Phase 2a Consultation, rail and general update (7th meeting)
31 August 2018	Email – update on submission timings and materials post-July meeting

6.5 Issues raised and changes made

The informal pre-application process allowed the Applicant to raise awareness of the Project amongst local communities, and to identify and understand stakeholders' and communities' priorities and issues.

For example, feedback from local communities indicated a level of opposition in principle to the proposals, with concerns such as the effect on local villages; the need for the facility; local benefits; environmental effects including light and noise; and future engagement with local communities. Consequently, the Applicant ensured that all within the local community were made aware of the Project by issuing an initial community newsletter to all c.2,600 addresses within the consultation zone (including all addresses in Milton Malsor and Blisworth) and in addition ensured that Project information was as advanced as possible for the forthcoming statutory community consultation phase.

The informal consultation also influenced the environmental assessments and sought to resolve specific concerns raised by statutory consultees prior to commencing formal consultation under the Act.

Information of how formal and informal feedback with technical consultees has influenced the development of the Project can be found in Chapter 1.6.

PART THREE: STATUTORY CONSULTATION – SECTION 47

7 Section 47 Consultation: Stage One

7.1 Introduction to this stage of consultation

This Chapter of the Consultation Report sets out the activities undertaken by the Applicant to comply with its duty to consult under Section 47 of the Act. It seeks to provide the information relevant to formal Section 47 consultation as required in the Consultation Report under Section 37(7)(a) of the Act and the relevant parts of DCLG guidance on pre-application consultation.

This Section concludes with a statement of compliance summarising the regard that the Applicant has had to relevant legislation and guidance in carrying out its duties under Section 47 in respect of the first stage of formal community consultation.

Consultation with the local community, as required under Section 47 of the Act, was carried out in two stages, the first of which occurred between 28 April 2016 and 21 October 2016 (Phase One statutory consultation), though it is worth noting that the original deadline laid out in the SoCC was 30 September 2016 – this was extended in response to feedback received during the consultation.

Phase One statutory consultation invited feedback on provisional plans at an early stage in their development, to ensure that the local community could influence this process from its beginning. The feedback received was important in shaping plans going forward and the regard which the Applicant had towards this was illustrated in the updated plans and more detailed information provided during Phase Two statutory consultation.

7.2 Legislative context

Section 47 of the Act sets out the requirements and obligations for the Applicant in relation to a DCO to ‘consult, about the proposed application, people living in the vicinity of the land’.

Section 47(1) of the Act requires the Applicant to prepare a Statement of Community Consultation (SoCC). The SoCC should set out how the Applicant intends to consult the local community on the proposed application. There is a duty on the Applicant to consult the relevant local authorities in respect of the content of the SoCC (Section 47(2)) because their knowledge of the local area may influence decisions on the geographical extent of consultation and the methods that will be most effective in the local circumstances.

Local authority responses to consultation on the content of the SoCC should be requested by the Applicant within a 28-day period (commencing on the day after the day on which the local authority receives the request for comments). Consultation documents must be provided to the local authority at this stage, providing information which allows the authority to make an informed response to the SoCC consultation (Sections 47(3) and 47(4)). Section 47(5) of the 2008 Act requires the Applicant to have regard to any response provided by the local authority that is received within the 28-day period.

In developing the SoCC, regard must be had to the EIA Regulations and relevant guidance about pre-application procedure. Regulation 10 of the EIA Regulations stipulates that the SoCC must set out whether the proposal is EIA development and, if so, how the Applicant intends to publicise and consult on preliminary environmental information.

Guidance on developing and publishing the SoCC has been provided by DCLG and is summarised in the Statement of Compliance at Appendix 1 of this Report.

Once the SoCC has been finalised, notice of deposit must be published in a newspaper circulating in the vicinity of the proposed development site (Section 47(6)(a) of the Act) and the Applicant must carry out consultation in accordance with the proposals set out in the statement (Section 47(7)).

7.3 Preparation

The non-statutory consultation previously undertaken by the Applicant provided context for the first stage of statutory community consultation by promoting knowledge of the plans and intention to consult formally on these. Further activities undertaken in preparation for stage one community consultation are detailed below.

7.3.1 Consultation Zone

The Consultation Zone was created to include the neighbouring communities most likely to be directly impacted by the development of an SRFI at this site. This included the villages of Blisworth, Milton Malsor and Roade and was intended to ensure that those within the vicinity of the development were consistently kept up to date and afforded the opportunity to comment on plans.

7.3.2 Development of the Statement of Community Consultation (SoCC)

The draft SoCC was shared informally with South Northamptonshire Council (SNC) and Northampton Borough Council (NBC) on 8 February 2016 for the purpose of informal consultation, in order to agree the content of the document ahead of the 28-day period of formal consultation, as encouraged in the Planning Inspectorate Advice Note 2 (paragraph 5.2).

Feedback from SNC requested a delay be made to the intended start date for this 28-day period, to provide sufficient time for the draft SoCC to be reviewed at a full

meeting of the Development Control Committee. The Applicant complied with this request.

Ahead of the 28-day formal consultation period, SNC offered feedback that indicated that the SoCC was largely acceptable but encouraged the Applicant to carry out two defined phases of S47 consultation and to engage with schools and youth councils locally, with the intention of achieving a comprehensive consultation process. On 29 February 2016, NBC confirmed that it was happy with the draft SoCC as it was laid out, as advised by the officer dealing with The Applicant. It was noted that it remained possible for the planning committee to change this position at a later date and provide feedback during formal consultation on the SoCC.

At the same time, an internal review of the SoCC identified a benefit of splitting the content into two separate documents to facilitate for the formal review and accessibility for the public. As a result, alongside the SoCC, a Report to Inform the SoCC was produced to provide additional detail and context to explain the activities that would be undertaken as part of the consultation.

7.3.3 Formal consultation

The SoCC and the Report to Inform the SoCC were submitted to local authorities for formal consultation between 2 and 22 March 2016. A copy of the correspondence enclosing the draft SoCC and Report to Inform the SoCC is included at Appendix 12 of this Report.

- **Northamptonshire County Council (NCC)**
On 18 April 2016, NCC advised the Applicant of the best contacts within the authority for Flood & Water, Archaeology, and Natural Development, and confirmed that it accepted the SoCC and the methodology laid out for consultation.
- **Northampton Borough Council (NBC)**
NBC did not change its position from informal consultation and, on 29 March 2016, reconfirmed it was satisfied with the approach laid out in the SoCC.
- **South Northamptonshire Council (SNC)**
The SoCC was discussed at the meeting of SNC's Development Control Committee on Thursday 14 April 2016. The Committee resolved to object to the SoCC in its current state on the basis that it ought to be amended to make explicitly clear that all elements of the plans were open to comment from all parties.

The Applicant discussed these concerns with SNC and amended the SoCC by way of removing the following text:

“Because this scheme is an SRFI project, some aspects of the proposal will be fixed and not open to influence through the consultation process. These will include, for example, the technical engineering alignment of aspects of the

terminal connections to the existing rail network where, for operational reasons, there is no scope for design variation.

Other aspects of the scheme have greater flexibility for influence through the consultation process (for example design approaches to landscaping and screening).

Throughout the overall consultation process, we will make clear where there is scope to influence the proposals and where fixed-infrastructure components mean, in contrast, that there is not scope for adjustment.

Ashfield Land will therefore be inviting feedback on certain elements of the proposals.”

The removed text was replaced as follows:

“The proposed SRFI will include a number of technical aspects (for example the technical engineering alignment of the terminal connections) where there is limited overall scope for design variation as well as a number of less technical design aspects.

Whilst all aspects of the proposals are open for all stakeholders to comment upon during the consultation process the limited scope for design variation to some of the technical aspects should be recognised.

Comments will be recorded and reported in the Consultation Report that will be submitted with the DCO.”

SNC confirmed that the changes the Applicant had made addressed its concerns and therefore approved the SoCC on 19 April 2016.

7.3.4 Final SoCC

The final SoCC, as agreed with the above authorities, was published on the Rail Central website on 21 April 2016, and further publicised as detailed below. Please see Appendix 14 of this Report for the final version of the SoCC and Appendix 15 for the final version of the Report to Inform the SoCC.

7.3.5 Publication

On 28 April 2016, in accordance with the requirement under Section 47(6)(a) of the Act to publish a notice of deposit of the SoCC, a full-page advert was published in both the *Northampton Chronicle & Echo* and the *Northampton Herald & Post* advertising the SoCC and all public exhibition dates. Please see Appendix 16 of this Report for copies of these notices.

7.4 Undertaking consultation

7.4.1 Consultation materials

A number of documents were published for consultation on 28 April 2016. These documents were available at the public exhibitions, on the Project website and at deposit locations. They were:

- Exhibition display panels summarising the proposals and presenting the plans
- Draft plans pack
- Preliminary Environment Information Report (PEIR): Stage 1
- Preliminary Environment Information Report (PEIR) Stage 1: Non-technical summary

7.4.2 Consultation methods

In line with the SoCC, agreed with local authorities as set out above, the Applicant undertook a comprehensive formal consultation process to ensure that all those who wished to learn about and provide feedback on the plans for Rail Central in the community in the vicinity of the development were able to do so.

Details of the activities undertaken during this period are provided in Figure 12.

Figure 12: Consultation methods

Activity	Description
<p>Public exhibitions</p>	<p>28 April 2016 to 21 May 2016: Eight public exhibitions were held over this period, in various local locations:</p> <ul style="list-style-type: none"> • Blisworth Village Hall • Milton Malsor Village Hall • Roade Village Hall • Collingtree Village Hall • Towcester Town Hall • The Walnut Tree Inn, Blisworth <p>These allowed members of the local community to view the plans, put questions to the technical experts involved in the development of those plans, and offer formal feedback at an early stage in this process.</p> <p>Please see Figure 13 for details of the public exhibitions.</p>
<p>Meetings with LLG</p>	<p>31 May 2016: Second LLG meeting to provide an update on the consultation process and an opportunity for feedback. This was followed by written updates in June, July and August, then a further meeting on 13 September 2016.</p>

Youth engagement	4 May 2016: Letters sent to local schools and youth groups offering briefings and/or curriculum support
Deposit locations	Throughout consultation, all exhibition materials and relevant documents were made available in: <ul style="list-style-type: none"> • NCC County Hall • NBC One Stop Shop • Northampton Central Library • Roade Library • Towcester Library
Online library of plans and documents	Throughout the pre-application period, including during consultation, the Project website, www.railcentral.com contained a Project Library which made all currently available documents accessible to any member of the public.
Feedback forms available for freepost and online	During the formal consultation period, feedback forms were available online. At the public exhibitions, feedback forms were available to be sent to the Applicant via freepost, allowing residents to provide comments on the plans which would influence their development.
Consultation phone line	Prior to the start of the consultation period, a phone line was set up and advertised, to be used for general enquiries relating to the statutory consultation. Local residents and other interested parties could request information by telephoning the Project telephone line, though it was not possible to provide feedback through the consultation line. This was made clear throughout. The telephone line remained live throughout the pre-application process.

7.4.3 Public exhibitions schedule

Figure 13: Public exhibitions schedule

Walnut Tree Inn Thursday 28 April , 12pm – 8pm 21 Station Road, Blisworth NN7 3DS	Collingtree Village Hall Saturday 14 May , 11am – 4pm The High Street, Collingtree NN4 0NQ
Walnut Tree Inn Friday 6 May , 12pm – 8pm	Towcester Town Hall Wednesday 18 May , 12pm – 8pm

21 Station Road, Blisworth NN7 3DS	86 Watling Street, Towcester NN12 6B
Blisworth Village Hall Saturday 7 May , 11am – 4pm 19 Stoke Road, Blisworth NN7 3DB	Milton Malsor Village Hall Friday 20 May , 12pm – 8pm High Street, Milton Malsor NN7 3AS
Roade Village Hall Friday 13 May , 11am – 5pm Bailey Brooks Lane, Roade NN7 2LT	Blisworth Village Hall Saturday 21 May , 11am – 4pm 19 Stoke Road, Blisworth NN7 3DB

7.4.4 Publicising the consultation

The schedule of public exhibitions was, along with the deposit locations and website address, advertised widely in the local community and media. Please see Figure 14 below for further details.

7.4.5 Following formal consultation

The first stage of statutory consultation under Section 47 was initially scheduled to close on 30 September 2016, but this period was extended to 21 October 2016 in line with feedback received during the consultation which advised that this would ensure all those interested had sufficient time to consider the plans and provide meaningful feedback.

The dialogue between the Applicant and the local community continued beyond the extended period allowed for during the first stage of statutory Section 47 consultation. In particular, the LLG was provided with monthly updates regarding the development of the plans and the ways in which feedback was being incorporated into this process. Presentations given to the LLG were published on the Project website and community newsletters were published and distributed locally at intervals.

The Applicant also continued to accept and respond to feedback after the closing date of the first stage.

Having received all feedback it was logged, analysed and considered in the evolution of the design of the Project as detailed below.

7.4.6 Compliance with the SoCC

The following Figure 14 sets out how the Applicant has complied with the provisions of the SoCC.

Figure 14: Compliance with the SoCC

Commitment: in summary	What we have done
<p>The Applicant will ensure that information is available via a mix of different approaches to help make information accessible widely. This includes:</p> <ul style="list-style-type: none"> • Project website • Project email address • Project telephone line • Freepost <p>Consultees could respond to consultation via the website, email address and freepost.</p>	<p>Consultation information was made available at public exhibitions, at inspection locations and on the Project website throughout the consultation period. Project contact details were widely publicised through letters, the media and on ‘keep in touch’ cards to ensure local residents and other interested parties would be able to engage.</p> <p>The website was updated at key junctures, including in August 2016 with the supplementary consultation materials.</p>
<p>The Applicant is proposing to hold a series of public exhibitions at local venues close to the site.</p> <p>At each exhibition, project information will be presented through a variety of means, including:</p> <ul style="list-style-type: none"> • Display panels with relevant information and visuals where appropriate • Maps • Non-technical summary: Project leaflet summarising the proposals • Available baseline preliminary environmental information on the proposed approach to land restoration and landscaping, habitats, mitigation and other relevant issues 	<p>A total of eight public exhibitions were held in six different venues, including across four evenings and three Saturdays. Please see Figure 13 for a full schedule.</p> <p>A team of approximately 15 technical / consultant personnel – including at least one representative from The Applicant – was present at all times and able to answer questions to help ensure participants had the relevant information to provide their feedback.</p> <p>Exhibition attendees were handed a feedback form and non-technical summary as they entered the exhibition. Various printed maps and plans were available for attendees to take away. Consultation documents were available to view at the deposit locations set out in Figure 12 and on the Project website.</p>
<p>The Applicant will write directly to households and businesses within the</p>	<p>A notification letter was sent to all postal addresses (residential, business</p>

Commitment: in summary	What we have done
<p>defined consultation area around the site, providing details for the consultation and public exhibitions (and other ways to get involved).</p>	<p>and other) within the consultation zone on 21 April 2016. Please see Appendix 19 for a copy of the letter.</p>
<p>Information is expected to be issued via the LLG on a monthly basis (either in writing or through meetings set up when appropriate).</p>	<p>Since the LLG was formed in March 2016, regular information has been provided, either through written briefings or through meetings. Copies of the written updates can be seen in Appendix 63.</p>
<p>The Applicant will continue to offer and attend local meetings where appropriate to do so and where the meetings will facilitate input to the consultation process. Briefings and presentations will be offered to Youth Councils and local schools.</p> <p>To widen engagement further, the Applicant will write to local schools (including Elizabeth Woodville School in Roade (Secondary) and local primary schools within or immediately adjacent to the consultation zone as well as schools in Towcester. They will be invited to attend the public exhibition and also offered briefings/presentations in school. The Applicant will also offer a briefing (and engagement) with the Youth Council at South Northamptonshire District Council and Northampton Borough Council.</p>	<p>During the first stage of Section 47 consultation, the Applicant was invited to present to West Hunsbury Parish Council AGM. The meeting was held on 26 May 2016.</p> <p>In addition, the Applicant offered a briefing to Towcester Business Club. The meeting was held on 29 June 2016.</p> <p>A meeting was also arranged with Northampton Ramblers association and was held on 21 July 2016.</p> <p>Briefing invitations were sent to local schools (including Nicholas Hawksmoor Primary School; Sponne School; Elizabeth Woodville School; and Towcester Primary School) and to local youth councils (Northampton Youth Council and South Northamptonshire Youth Council). Subsequently, follow-up reminder invitations for briefings were sent.</p> <p>A presentation was arranged and given to Towcester Primary School on 16 January 2017.</p>
<p>Local press advertisements will be placed in the <i>Northampton Chronicle &</i></p>	<p>A full-page advertisement was published on the <i>Northampton</i></p>

Commitment: in summary	What we have done
<p><i>Echo and the Northampton Herald & Post.</i></p> <p>Posters and leaflets will be provided to Parish Councils for use with local notice boards. Digital equivalents can also be provided for use on local websites and on-line newsletters.</p>	<p><i>Chronicle & Echo</i> on Thursday 21 April 2016 and Thursday 28 April 2016 to promote the consultation period, including exhibitions, inspection locations and website.</p> <p>On 20 April 2016, a copy of the SoCC and Report to Inform the SoCC was emailed to all LLG members with a covering email promoting the forthcoming consultation period, including exhibitions. The same documents were also widely shared with local media outlets: the <i>Northampton Chronicle & Echo</i>, <i>Northampton Herald & Post</i>, the BBC, ITV News and nn4now.</p> <p>On 21 April 2016, a copy of the SoCC advertisement was emailed to all LLG members for emailing to members, placing on notice boards and promoting in any other possible means. The SoCC advertisement was subsequently shared more widely, including with ITV News.</p> <p>On 21 April 2016, the SoCC, Report to Inform the SoCC and SoCC notice of deposit were published on the Project website, followed by a copy of the consultation invitation letter on 22 April 2016.</p>
<p>The consultation documents (display panels with relevant information and visuals where appropriate; maps; non-technical summary and available baseline preliminary environmental information) will be deposited with local authority offices and in suitable local venues for anyone wanting to access them. These will include:</p>	<p>In advance of the consultation, a SoCC advertisement was provided to the document inspection locations for placing on a noticeboard and written agreement was given guaranteeing that CDs of the consultation materials would be made available.</p> <p>The CDs containing all consultation documents was delivered to each of the</p>

Commitment: in summary	What we have done
<ul style="list-style-type: none"> • Northamptonshire County Council, County Hall • Northampton Borough Council, The Guildhall • Northamptonshire Central Library • Roade Library • Towcester Library 	<p>specified inspection locations on Thursday 28 April 2016 with a covering note requesting the CDs be made available on request.</p> <p>During the consultation, the Project team made periodic checks with the inspection locations to ensure that materials were still available and on display and whether supplies needed replenishing.</p> <p>On 24 August 2016, the Applicant published a suite of additional materials for consultation – an updated plans and visualisations pack – which formed the basis for the supplementary consultation period. The updated plans and visualisations pack were placed in deposit locations as a CD and uploaded to the Project website. Again, periodic checks were made with the venues to ensure sufficient CD copies were available and supplies were replenished where necessary.</p>
<p>During the consultation, The Applicant will make available Preliminary Environmental Information relating to the proposals. This will include available ‘baseline’ environmental information during the S47 (local community) consultation.</p>	<p>Preliminary environment information was made available in the form of the Preliminary Environment Information Report (PEIR) which was available to view at the exhibitions and on the Project website. In addition, the information was summarised into the PEIR non-technical summary (PEIR NTS), a copy of which was given to all attendees as they arrived at the exhibitions and made available on the website and at deposit locations.</p>
<p>The consultation materials will include information about the NPS NN 2014 which explains the Government’s policies towards SRFIs.</p>	<p>This information was presented on the exhibition panels and in consultation documents, the PEIR and PEIR NTS.</p>

Commitment: in summary	What we have done
<p>Feedback forms will be provided to visitors to the public exhibitions. An online feedback mechanism will be provided on the Project website, www.railcentral.com.</p> <p>In addition, feedback forms will be available from the Project team on request during the consultation period.</p> <p>Respondents will also be able to provide their feedback in writing via emails to the Project email address or post to the Project postal address.</p>	<p>All exhibition attendees were handed a feedback form on arrival. This included the Project email address and Freepost address to return feedback.</p> <p>In addition, 'Keep in touch' cards were available to take away, which included details of the email address, website, Freepost address and contact number.</p> <p>An online version of the feedback form was available on the Project website under "Get involved". A link was established on the homepage of the Project website. The website has also featured an online email template under "contact us".</p>
<p>During the Section 42 and Section 48 Consultation respondents will be able to provide their feedback in writing via emails to the Project email address or post to the Project postal address.</p>	<p>This was achieved and complemented by running a second stage of Section 47 Consultation alongside Section 42 and Section 48 Consultation, as part of Phase Two statutory consultation (15 March – 23 April 2018) (see Chapter 7 of this Report). Feedback forms were available at events and on the Project website.</p> <p>Please see Chapter 9 for further details of Section 42 Consultation and Chapter 10 for further details of Section 48 Consultation.</p>
<p>The Applicant will consider and have regard to all relevant feedback.</p> <p>The Applicant will also prepare a Consultation Report, which will detail consultation carried out, summarise feedback and demonstrate how it has had regard to feedback. This will be submitted to the Planning Inspectorate</p>	<p>All feedback provided during the consultation was logged and considered by the Project team. Please see Chapter 7.6 for further details.</p> <p>The Consultation Report is part of the DCO application submission.</p>

Commitment: in summary	What we have done
with the DCO application as an application document.	

7.5 Compliance with the EIA Regulations

Regulation 10 of the EIA Regulations states that the SoCC must set out whether the proposal is EIA development and, if so, how the Applicant intends to publicise and consult on preliminary environmental information (PEI). The SoCC sets out the intention to carry out an EIA, provide and consult on PEI and submit an Environmental Statement in connection with the Project.

As noted in Figure 14, PEI was produced and consulted on during the first stage of Section 47 consultation and was made available on the Project website.

7.6 Responses received to Stage One Section 47 Consultation

7.6.1 Methodology

The Applicant received a total of 253 responses from individuals and a total of 15 from stakeholders (namely organisations and local MPs). The responses from organisations were separated out from the main responses due to their unique status and specific interest in the Project.

The remainder of the responses were categorised by theme and grouped into responses on specific issues. The decision to follow this method was made on the basis of various frequently recurring comments, which to an extent reflected the fact that the consultation was carried out at an early stage and much of the detailed technical work was still to be completed. Feedback from two MPs (Andrea Leadsom MP and Chris Heaton-Harris MP) addressed the concerns of their constituents, so these responses were taken into account in this section, along with feedback from members of the community and other individuals.

Each issue was carefully defined to ensure no feedback was misrepresented whilst responses were being addressed.

In order to verify the accuracy of the categorisation of each piece of feedback, various safeguards against any misrepresentation were included. At the outset of the process the themes which would be used were decided upon collectively to ensure one person's misunderstanding of any feedback did not lead to its being misconstrued in the Consultation Report, or during the process of design evolution.

When all feedback had been categorised, it was then independently verified by cross-checking one third of the responses at random.

A further audit was carried out once the provisional results of this process had been shared internally and this ensured that the final record of feedback – as provided as

part of this Report – accurately reflected the meaning of responses received during the first stage of Section 47 consultation.

This rigorous process ensured the proper understanding of, and regard to, feedback during this stage of Section 47 consultation.

Please note that all relevant comments have been tallied based on sub themes. Some respondents raised more than one sub theme in their feedback – they are counted in each instance. Therefore, sub theme totals should not be combined.

7.6.2 Themes

The themes raised during the first stage were:

- a) Rail
- b) Reasonable alternatives
- c) Air quality
- d) Built heritage
- e) Drainage and flood risk (hydrology)
- f) Utilities
- g) Biodiversity
- h) Landscaping and visual impact
- i) Noise
- j) Highways
- k) Socio-economic
- l) Lighting
- m) Waste
- n) Cumulative effects
- o) Human health
- p) Consultation
- q) The proposed development: site layout and design
- r) Market need and demand
- s) Construction
- t) Community benefits
- u) General and other comments
- v) Development across the A43

7.6.3 Summary of feedback from stakeholders

A number of organisations provided feedback as part of this phase of consultation. These have been considered and recorded separately, due to their unique status.

Responses were received from organisations including:

- South Northamptonshire Council
- Milton Malsor, Blisworth and Quinton parish councils
- Highways England
- Natural England
- Historic England
- Canal and River Trust
- Ramblers Association (Northampton Group)
- Stop Rail Central
- Northampton Inland Waterways Association
- The Woodland Trust
- Northampton Ramblers

Feedback was also received from two MPs – Rt Hon Andrea Leadsom MP and Chris Heaton-Harris MP. A summary of each respondent’s feedback and how the team has had regard can be found in Appendix 28.

In addition, during the consultation period, the Rail Central team was sent a copy of a letter and petition that a local organisation known as Gayton Stop Rail Action Group had sent to the Government. The letter identified that 54 residents of Gayton had signed the petition, and supporting documentation identified concerns over traffic increases, noise and light pollution, potential housing demand for increased population, and a reduction in property values. This was not considered feedback to the Phase One Consultation as it was addressed to the Government and signatories had not given permission for Rail Central to share their details. Therefore, this has not been reported further in this report or in the appendices.

7.6.4 Summary of feedback from individuals and others

As explained above, the feedback received was collated and the issues grouped together into a series of themes and sub themes. Themes are ordered from “a” (Rail) to “v” (Development across the A43). Each theme has a number of sub themes, each of which is numbered (such as “a1: Preference for passenger station”).

A full schedule of these themes and sub themes raised in feedback during Phase One Section 47 Consultation, and how the Applicant has had regard to each of them, is reported in Appendix 27.

Figure 15: Schedule of themes and total responses

Theme	Sub theme	Number of respondents to raise issue
a) Rail	a1 - Preference for passenger station	3
	a2 - Concern over rail safety	1
	a3 - Question / concern over rail capacity	27
	a4 - Questions / concern over rail access and / or traffic	7
	a5 - Recommend Eurostar Link or connections to other stations	2
	a6 - Questions demand for rail freight (including belief SRFI will not accept any freight)	16
	a7 - Concern about lengths of rail paths or platforms / questions if freight trains will have sufficient time to brake	5
	a9 - Priority and area of growth for this railway is passenger service to London; should not be impeded	2
	a10 - Claim that Rail Central accesses two lines is false - both WCML	1
	a11 - Believes it does not make sense to move goods between local SRFIs	1
	a12 - Not commercially or operationally viable	2
	a13 - Freight should be transported on the HS2 route	1
	b) Reasonable alternatives	b1 - Concerns about assessments of alternative sites
c) Air quality	c1 - Air and general pollution (including dust and smoke)	81
	c2 - Air quality is already poor	7
d) Built heritage	d1 - Concerns regarding heritage including historical value, listed buildings and the impact on conservation areas	37

e) Drainage and flood risk (hydrology)	e1 - Concern for flooding	10
f) Utilities	f1 - Recommends solar/eco energy	3
g) Biodiversity	g1 - Concern over impact on wildlife and their habitat (including loss of habitats for foxes, hedgehogs, bats and rare bird species; impact on butterflies due to loss of mature oak trees; damage to nesting birds; and other unspecified concerns about wildlife)	46
	g2 - Concern over the Grand Union Canal - do not build near it / screening to mitigate visual and noise impact on this area / concerns about general impact on conservation area	14
	g3 - General and unspecified concern over impact of development on the environment	31
	g4 - Loss of trees, hedges, flora	15
	g5 - Environmental plans not thought through	3
	g6 - Not the best plan for environment; containers should be sorted at sea ports or nearer industrial hubs. SRFI only shifts the environmental impact, rather than reducing it	4
	g7 - Welcomes plan for 'environmental bridge'	1
	g8 - Mitigation plans unsatisfactory / mitigation not possible	10
	g9 - Impressed by planning around environmental impact	1
	g10 - Environmental benefit to the country outweighs the local impact	1
h) Landscaping and Visual Impact	h1 - Concern or comment on design of warehouses	8
	h2 - Concern or objection to scale of warehouses / extent of warehousing	34
	h3 - General visual effects / blight	69

	h4 - Trees / landscaping needed to hide the buildings	8
	h5 - Supports approach to visual impact	2
	h6 - Proposed approach to visual impact unsatisfactory / cannot be mitigated	39
	h7 - Site of no great beauty or significance, little need to mitigate visual impact	1
	h8 - Worried about wind turbines	1
	h9 - Lower land level of site to reduce visual impact	1
	h10 - Underground the development	1
	h11 - Concern about financial feasibility of landscaping	1
	h12 – Include more trees	2
	h13 - General need for landscaping	6
	h14 - Loss of green or open space / countryside	82
i) Noise		
	i1 - Noise pollution	106
j) Highways		
	j1 - safety of A43 including junctions and access points	6
	j2 - Concerns regarding traffic on the A508	13
	j3 - HGVs in local villages	25
	j4 - Traffic during Grand Prix	3
	j5 - General concern about HGVs, including number on site	41
	j6 - A43 traffic	43
	j7 - Concern over Northampton Road access/traffic, including assurance access will only be for emergencies and requesting a definition of emergencies	35
	j8 - Agrees with underpass solution to Northampton Road access	7
	j9 - Concern over closure of surrounding major roads	37
	j10 - General Traffic concerns, including staff traffic	81
	j11 - M1 traffic	24
	j12 - Traffic in villages (non-HGV)	60

j13 - Need new link road / bypass	2
j14 - A43 Investment needed	1
j15 - A45 traffic	6
j16 - Widen roads	2
j17 - A5 Traffic	16
j18 - HGVs should travel at night	1
j19 - Concern over whether emergency vehicles will always be able to access site	3
j20 - Concern over condition of local roads and road infrastructure including bridges	5
j21 - Concern over increasing number of cyclists and pedestrians	1
j22 - Object to overpass from A43	2
j23 - Road safety including speed reduction	25
j24 - Suggestion of flyover over the M1	1
j25 - Upgrade J15A M1/J15A not equipped to handle traffic	5
j26 - Highways plan is well thought through	1
j27 - Block access to the A43 Blisworth slip road for non-residents	1
j28 - Requests second bridge over railway cutting in Roade	1
j29 - Concern over need for additional works on highways that would be required by Rail Central	2
j30 - Should consult Highways England/ Northamptonshire Highways on highways and traffic issues	1
j31 - A43 junction should be high level with sufficient slip roads	1
j32 - Should link to A45/A508 J15 to improve access	1
j33 - Need for good signposting	1
j34 - Should encourage car sharing	1
j35 - Should encourage cycling / facilitate cycle links	2
j36 - Concerned that rail bridge over Northampton Road will be lost	1

	j37 - Park & Ride is not a good solution	1
	j38 - Other sites better connected to Strategic Road Network	1
k) Socio-economic		
	k1 - Concern over impact on local bus services	4
	k2 - Need more / better bus services	2
	k3 - Staff access: where are staff coming from and how?	13
	k4 - No need for new jobs	31
	k5 - Concern over effect on local demographics	9
	k6 - Concern over effect on house price	18
	k7 - Loss of agricultural/farming land	32
	k8 - Believe project will bring economic benefits	3
	k9 - Insufficient housing for workforce / where will new homes go?	11
	k10 - Relative value of jobs created is poor (incl. jobs-to-land ratio and impact on congestion)	1
	k11 - Approach to property bond inappropriate or inadequate	2
	k12 - Northamptonshire cannot become over-reliant on logistics industry	1
	k13 - Local people do not want jobs in warehouses (including for their children)	1
	k14 - Tourism and agriculture would bring more benefit	1
	k15 - Crime and policing	14
	k16 - Adds to pressure for urban expansion (incl. housing development)	16
	k17 - General effect on village/rural way of life and the identity of communities	86
	k18 - Concern about strain on local services including health, schools	7
l) Lighting		
	l1 - Light pollution	64
m) Waste		
	m1 - Concern about increased rubbish / waste	1

n) Cumulative effects	n1 - Cumulative impact with other schemes or HS2 work needs to be considered	3
o) Human health	o1 - Hygiene	3
	o2 - Concern about impact on health of local residents	10
p) Consultation	p1 - Concern about or request for more / better visualisations	65
	p2 - Wanted more information before consultation, or felt consultation was premature	6
	p3 - Inadequate or need more traffic information	34
	p4 - Inadequate or need more economic info	4
	p5 - Poor consultation process, including over-reliance on online material / need more deposit locations	30
	p6 - Inadequate or need more info on rail	8
	p7 - Inadequate information, more needed or repeat consultation when more information is available	91
	p8 - objected to implied support from national bodies such as Network Rail, government, the Planning Inspectorate	8
	p9 - Too few consultation events in Milton Malsor	15
	p10 - Lack of transparency (including misleading documents, belief this has been long term plan)	37
	p11 - Inadequate or need more info on construction phase	2
	p12 - Positive comment on the consultation materials	1
	p13 - Need to have regard to local views	21
	p14 - Should consult with police	3
	p15 - Inadequate or need more environmental info	20
	p16 - Specific request to know which urban centres RC will serve	2

p17 - commending the consultation for being early enough to allow residents to influence plans	1
p18 - Extend the consultation/ inadequate time given	6
p19 - Should be better direction to the plans on the website	2
p20 - Consultation process is too long / drawn out	1
p21 - Should have been direct contact to those with property on the site, neighbours of site and affected properties	6
p22 - More info required on archaeology and ecology	1
p23 - TfL should be consulted / allowed to comment	1
p24 - Provide expectation of modal split to be achieved by site	1
p25 - Timetable should be made clearer	1
p26 - Request for details on analysis of other logistics parks from April 2016 PEIR	2
p27 - Must consult with BPA due to sub-surface infrastructure	1
p28 - Clarify reasons for choice of site	1
p29 - Should have been exhibitions post-visual plans	1
p30 - Consulting on issues that are too insignificant	1
p31 - Establish local groups such as Schools & Youth Council, Travel Plan Steering Group	1
p32 - No parameters plans detailing scale and ground levels available	1
p33 - Predictions provided cannot be certain - will only know impact once it is running	2
p34 - Consult bodies such as Network Rail, South Northants Council	1
p35 - Need to make progress with Network Rail before application, including grip process	2

	p36 - Shouldn't be allowed to go ahead without assurances or support from Network Rail	4
	p37 - Need to better define "affected properties"	1
q) The proposed development: site layout and design	q1 - Concern about impact on or request for more bridle paths	6
	q2 - Concern about impact on or request for more cycle paths	5
	q3 - Concern about impact on or request for more/better footpaths	31
	q4 - Local infrastructure unable to support the building and functioning of the site	2
	q5 - One underpass to connect two halves of the site insufficient	1
	q6 - Design of site does not offer sufficient rail connectivity, with not enough connected directly and tenants west of bypass deterred from taking up rail link. Questions whether this complies with NPPS	7
	q7 - Bottleneck on east of site (before underpass) is a safety risk	1
	q8 - Should be a requirement that rail-connected warehouses are completed first	1
	q9 - Objections to moving truck maintenance from Wolverton to RC - no strategic reasoning or inadequate room	1
	q10 - Infrastructure work to connect RC will clash with HS2 works at Euston	1
	q11 - supports proposed rerouting of paths/PRoWs	1
	q12 - Questions whether single road access point is sufficient	13
	q13 - Concerns over whether there will be sufficient on-site parking, particularly for HGVs	6
	q14 - Plans are well thought through	1
r) Market need and demand	r1 - Inappropriate site including due to its size	50

	r2 - Not needed (RE: other facilities such as DIRFT)	57
	r3 - Agree with SRFI in principle	14
	r4 - Agree with principle of this site	6
	r5 - Plans are contrary to local planning/commercial objectives including the West Northamptonshire Joint Core Strategy	27
	r6 - This site for an SRFI is not strategic / there is not sufficient needs case	17
	r7 - Recognises strategic value of Northampton location	4
s) Construction	s1 - Comment/concern over construction traffic	6
	s2 - spoil should be removed by rail	1
	s3 - Concern about construction noise	1
	s4 - Impact of spoil removal in terms of dust, vibration etc	2
	s5 - Concern over management of the construction process	1
	s6 - Concern over mitigation of the general impact of construction	5
	s7 - Concern about construction phase pollution	2
	s8 - Improve acoustic screening of construction (gantry cranes)	1
t) Community benefits	t1 - General request for mitigation and/or investment in local community	2
	t2 - See no local benefits	17
	t3 - Wants country park or similar	1
	t4 - Country park insufficient to replace benefit of countryside	9
u) General and other comments	u1 - Suggests canal-based transport of freight	2
	u2 - Unspecified or general objection	55
	u3 - What happens if DCO refused?	4

	u4 - Using NSIP to bypass local decision-making, and as a means to just build warehouses	20
	u5 - Question/concern over future plans for rail development or development of this site	4
	u6 - Negative comment RE: Developer-Landowner agreements	4
	u7 - Concern over CPOs	8
	u8 - Concern about impact on Blisworth Arm	6
	u9 - Clarify operating hours of site	1
	u10 - Go beyond minimum standard of mitigation measures	2
	u11 - Should build houses instead	1
	u12 - Requests commitment to meeting minimum scale to be considered SRFI at an early stage (as an addendum to the NPSNN)	1
	u13 - Roxhill proposal is better (due to mitigation)	1
	u14 - Would be beneficial in future but not now	1
	u15 - Concerned by uncertainty during progress of application	1
	u16 - Concerned about house demolition in the area	1
v) Development across the A43	v1 - Questions need for development, or aspects of it	18
	v2 - No local benefit	34
	v3 - Concern over impact on local businesses	10
	v4 - Opposed due to environmental effects and impact on rural area	4
	v5 - Concern over access to this side of A43	2
	v6 - Concern over impact on heritage of area	2
	v7 - Should not be used for SRFI expansion	1
	v8 - Supports plan	5

	v9 - Advice on quality, urging need for it to be high standard	2
	v10 - Provide facilities for HGV drivers	1
	v11 - Pleased that plan was dropped	2
	v12 - Makes no economic sense	1
	v13 - Opposed due to traffic	3
	v14 - Opposed as point of principle	2

As referenced above, a full record of all the themes and sub themes, and how the Applicant has had regard to them, is reported in Appendix 27.

7.7 Statement of Compliance

An account of how the requirements of the Act and the EIA Regulations have been complied with in terms of undertaking the first stage of Section 47 consultation is set out in this Chapter and the Statement of Compliance (Appendix 1).

This Chapter demonstrates that consultation was carried out in accordance with the SoCC. It also shows that all requirements for summarising the Section 47 consultation responses received during Phase One statutory consultation and having regard to those responses under Section 49 of the Act have been met.

It can be concluded from an analysis of this information that the comments, views and impacts identified through the Phase One statutory consultation have influenced the development of the Project, including in relation to highways and traffic management, visual effects, development to the west of the A43 and vehicular access.

Figure 16: Summary of how feedback has influenced the development of the Project

Phase One Consultation: changes made following consultation		
Change	Detail of change	Relevant plan
Reduction in Development Floorspace	There has been a reduction of development extent and overall floorspace from around 8,000,000 square feet (sqft) to 7,400,000 sqft to reduce visual impact. The Parameters Plan shows 702,097 sq m (Gross External Area).	Parameters Plan
Underpass not roundabout	The scheme design was changed to include an underpass where the main site 'spine road' crosses the Northampton Road, rather than a roundabout as first considered. This means HGVs have no contact with the Northampton Road once into the site and that vehicles (and pedestrians) travelling on the Northampton Road can also continue	Parameters Plan

	uninterrupted. These two roads are kept entirely separate.	
Emergency only vehicular access off Northampton Road	Following comments, and adjoined to the introduction of the underpass, the plans were altered to ensure there would be no HGV or vehicle access to the site from Northampton Road, with vehicular access reserved only for emergency vehicles and controlled by the emergency services.	Parameters Plan
Arm Farm Pocket Park	A number of concerns were raised about the prospect of providing any built development on the parcel of land to the west of the A43 (Grand Junction) and consequently, the Applicant confirmed that it would not be redeveloped for possible hotel and public house/restaurant, or training and innovation centre. The Main SRFI Site will instead be safeguarded to provide landscaping and ecological mitigation and an informal pocket park for use by local residents. The proximity of this land parcel to the canal makes it of particular importance for bat mitigation with the potential to construct purpose made features. The proposed park will be low key and kept informal with native planting. The Northamptonshire Green Infrastructure Plan aspires to create a corridor of calcareous grassland along either side of the A43.	Green Infrastructure Plan
Northampton Road Greenway	Following comments received during the Phase One Consultation, a green corridor parallel to Northampton Road at the Main SRFI Site will now be enhanced to create a landscape and walking route linking the villages of Blisworth and Milton Malsor. The existing route is defined with strong highway hedges broken up by intermittent areas of commercial and residential development. The Proposed Development has been set back from the existing road to provide a landscape buffer that will reduce the potential impact on landscape character between the two villages. Mitigation mounding will wrap around the edge of the development zones to the east of Northampton Road, which will aid with screening views across towards the proposed units and associated infrastructure. Existing hedgerows and hedgerow trees	Green Infrastructure Plan

	<p>along Northampton Road will be protected and retained where feasible and reinforced with small pockets of new woodland planting. The bridge over the underpass linking the two development zones to the east and west of Northampton Road will be wide enough to accommodate a grass verge between the road and footpath and also a native hedgerow to aid with screening views back towards the Proposed Development and to provide continuation for pedestrians and road users. The footpath link between the two villages will be upgraded to a combined cycleway / footpath providing an 'off road' cycle link between the two villages and into the Proposed Development.</p>	
Public Rights of Way	<p>A number of concerns were raised about the impact of Rail Central on local Public Rights of Way (PROW) and Bridle Paths. The Project team has taken great care to ensure that any diversion or rerouting of PROWs or Bridle Paths preserves their accessibility and character. Indeed, Rail Central's approach to PROWs and Bridle Paths has been influenced by consultation with Natural England, Northamptonshire Ramblers and the Ramblers Association, as well as local residents. The rerouting of elements of the existing PROW will ensure that Rail Central is able to provide a continuous route around the development. Indeed, approximately 66.2 hectares, or just over half of the structural landscape around the periphery of the site, will become publicly accessible amenity land.</p>	<p>Parameters Plan, Green Infrastructure Plan and Public Rights of Way Strategy</p>
Landscape bunds	<p>Concerns were raised about the visual impact on the surrounding villages of Milton Malsor and Blisworth. In response to these concerns, the size and number of landscaped bunds have been increased in an effort to further screen the development visually from Milton Malsor and Blisworth.</p>	<p>Green Infrastructure Plan</p>
Lorry Park	<p>The capacity of the lorry park to the south of Unit 10 at the Main SRFI Site was increased to further alleviate concerns over HGVs parking on local roads as they waited to gain access to the Rail Central site.</p>	<p>Parameters Plan (whilst the capacity of the lorry park is not referenced, the</p>

		physical increase in the size of the lorry park is shown). The increased capacity is set out in a number of reports controlled by the DCO, including Chapter 5 of the Environmental Statement, the Design and Access Statement and the Transport Assessment
Reorientation of warehouse units	In an effort to reduce the visual impact on the Railway cottages and Northampton Road, the distance between the closest buildings (Units 3 and 4) at the Main SRFI Site and these receptors has been increased. Unit 4, which is closest to the Railway Cottages, has also been reduced in size.	Parameters Plan (building line limits shown). The reorientation of the units is set out in a number of reports controlled by the DCO, including the Design and Access Statement.
Traffic engineering	The Illustrative Masterplan was updated in response to traffic engineering. The main gatehouse into the Main SRFI Site was removed to allow a freer flow of traffic. The central spine road was widened to ensure it could accommodate the traffic. The cycleway/footway running along Northampton Road was extended to link the eastern site into the cycle network.	Parameters Plan and Order Limits
Shuttle bus	A shuttle bus service and bus turning area were added to facilitate people using the Main SRFI Site.	Bus turning area shown on Parameters Plan. Shuttle Service is secured through the Framework Travel Plan

Parking areas	Parking numbers were updated at the Main SRFI Site to provide a ratio of spaces that accord more precisely with Local Authority Standards. The bus facility on the western site was redesigned to take up less land to allow for a landscape screen to the north.	The redesign of the bus facility is shown on the Parameters Plan. However, the increase in parking numbers is not shown as the purpose of the development zones is to provide maximum flexibility. The increased car parking ratio is set out in a number of reports controlled by the DCO, including the Transport Assessment.
Internal layout	Units 11 & 13 of the Main SRFI Site were amended to allow for the gradients required to achieve safe access from the spine road for HGVs. Unit 10 was reduced in size to allow the public right of way more space to navigate around the western side of the unit. Amendments to the Intermodal Area and Train Maintenance Depot were considered to allow for a longer intermodal area and rail accessibility and an electricity substation was added to the development to serve the power needs of the site.	The subsequent changes to the PROW, substation and rail infrastructure are shown on the Parameters Plans.
Barn Lane bus stops	In May 2017, members of the Rail Central Local Liaison Group raised concerns that unmarked bus stops are situated at the same location at Barn Lane as where the sheltered parking for the Proposed Development was initially proposed. As a result of this dialogue, the scheme design has been revised to result in the re-location of the proposed parking at Barn Lane so that the current position of the bus stops remains.	This is no longer proposed. However, it is included in the Operational Traffic Management Plan as a potential scheme that could be implemented (via a Section 106

		contribution) if future monitoring demonstrates that it is necessary in the future. The scheme drawings are appended to the Operational Traffic Management Plan.
HOOB	A further iteration included provision for a future High Output Operating Base (HOOB) for Network Rail. It was a facility to stable and service specialist equipment needed to maintain the rail network. Having proven the capability of the site to accommodate a HOOB facility if required in the future, the masterplan and track layout was returned to its previous configuration.	N/A

In addition, **landscaping, screening and the overall visual effect** were identified as important issues for the local community. As the plans developed, detailed landscaping features and designs were introduced to provide screening and to meet environmental principles.

In addition, although unrelated to changes to the plans, the Applicant developed a suite of photomontage visualisations to illustrate how the development could look (this was published as part of the Supplementary Consultation in summer 2016).

Subsequently, for the Phase Two Consultation, the Applicant further developed the suite of photomontages with additional viewpoints; and in addition, produced a 3D digital model of the site and the surrounding area to help illustrate the landscaping solutions and the visual impacts from local viewpoints. An associated animation was also produced, running at the public exhibition and being available on the Project website.

8 Section 47 Consultation: Stage Two

8.1 Introduction to this stage of consultation

This Chapter of the Consultation Report sets out the activities undertaken by the Applicant to comply with its duty to consult under Section 47 of the Act. It seeks to provide the information relevant to formal Section 47 consultation as required in the Consultation Report under Section 37(7)(a) of the 2008 Act and the relevant parts of DCLG guidance on pre-application consultation.

This Section concludes with a statement of compliance summarising the regard that the Applicant has had to relevant legislation and guidance in carrying out its duties under Section 47 in respect of the second stage of formal community consultation.

The second stage of Section 47 consultation was carried out simultaneously to consultation under Sections 42 and 48 of the Act as part of a comprehensive Phase Two statutory consultation.

8.2 Timing of this stage of consultation

Following Phase One Consultation, the Rail Central team worked to develop the proposals, having regard to feedback received and balancing this with the outcomes of further and on-going technical surveys and assessments. Discussions with key stakeholders and other consultees continued and fed into the evolution of the Project. As part of this, it was essential to ensure that highways data that would feed into the Project's highways proposals was up to date and based on the latest information. The team resolved to base projections for vehicle movements and planned junction improvements on Northamptonshire County Council's new Northamptonshire Strategic Transport Model. This would ensure the team could accurately define the potential impacts of the proposals on the road network and develop the proposals to provide for an appropriate level of highways investment.

Given the nature of the development, the Applicant timed the Phase Two Consultation to take place once the team had this comprehensive and accurate highways data and reports available, along with the outputs from the technical assessments being carried out to inform the proposals.

Delays in the publication of the Council's Strategic Transport Model and in the completing of technical assessments resulted in a delay to the overall programme through 2016 and 2017 as the team sought to ensure consultation only took place once an appropriate level of information was available.

In particular, Phase Two Consultation was scheduled to take place in autumn 2017. This was subsequently re-scheduled for spring 2018 to ensure a sufficient level of information could be made available as part of the consultation, including on highways. The updated SoCC to support a consultation in Autumn 2017 was

consulted on and agreed with Northampton Borough Council (NBC), South Northamptonshire Council (SNC) and Northamptonshire County Council (NCC) and further details of this can be found in Chapter 8.4.2. With a change in timing of consultation, the agreed SoCC and Report to Inform the SOCC were subsequently updated to reflect the final schedule and were further consulted on with NBC, SNC and NCC, as reported in Section 8.4.3. Please see Appendices 29 and 30 for further details of this.

The updated SoCC and Report to Inform the SoCC was then published on 1 March 2018. Phase Two Consultation was held in spring 2018, once comprehensive assessments and detail were available, from 15 March to 23 April.

During the period between Phase One Consultation and Phase Two Consultation, the Applicant kept the local community updated on the progress of technical work and the overall programme through a series of community newsletters and the Project website. In addition, local dialogue and engagement continued with landowners and others with an interest in the land, LLG meetings and updates, ad hoc briefings to parish councils and other local stakeholders, and enquiries continued to be reviewed and responded to promptly.

The SoCC anticipated and allowed for additional consultation if the Applicant deemed it appropriate.

8.3 Legislative context

As detailed in Chapter 6, requirements for consulting the local community are set out in Section 47 of the Act.

Ahead of the second phase of Section 47 consultation, the Applicant further developed its SoCC to account for changes to the approach taken to consultation and to ensure that it remained compliant with Section 47 (the Revised SoCC).

Following the publication of the Revised SoCC, in compliance with Section 47(6) of the Act, The Applicant proceeded to consult on the basis laid out in the Revised SoCC.

8.4 Preparation

8.4.1 Consultation Zone

The Consultation Zone was created to include the neighbouring communities most likely to be directly impacted by the development of an SRFI at this site. The zone was intended to ensure that those within this area were consistently kept up to date and given the opportunity to comment on plans.

For Phase 1 Consultation, the consultation included the villages of Blisworth, Milton Malsor and Roade. For Phase 2 Consultation, the consultation zone was extended to ensure that notifications were sent to local stakeholders for areas where

significant highway improvements are planned, and split into two sections, totalling 8,177 addresses:

- Section 1: This area included the entire consultation zone from the Phase One Consultation, expanded to include Collingtree and an area that was likely to be most affected by the proposed highways works such as at J15 of the M1, and specifically around Junction 15A of the M1.
- Section 2: This area was entirely separate to Section 1 and was designed to include others likely to be most affected by the proposed highways works, specifically Towcester and the areas immediately surrounding Tove and Abthorpe junctions on the A43
- In addition to those four junctions identified in section 1 and 2, there were 11 additional junctions identified for highway improvements. This highway work would involve less potential material impact than those highway works covered by the consultation zone. As a result, focused consultation took place around those 11 junctions. It was not considered proportionate or appropriate to introduce arbitrary S47 consultation zones for each of these more minor highway improvement locations. Specific residents were identified through discussions and analysis with the wider environmental consultant team and those properties were included in consultation and contacted with letter correspondence in the same way, in order to alert them to the formal consultation process for Rail Central. Affected residents were identified through an informed assessment of which areas and properties may be affected by the proposals and the list of 486 properties can be found in Appendix 36.

8.4.2 Development of the Revised Statement of Community Consultation (SoCC)

The original SoCC and Report to Inform the SoCC from Phase One statutory consultation were used as the basis for development of the Revised SoCC and Revised Report to Inform the SoCC, which were developed to incorporate the following:

- Clarification that Phase Two statutory consultation would now contain another stage of Section 47 consultation, as well as the Section 42 and Section 48 consultation which was always planned for this Phase
- Additional date for an exhibition in Milton Malsor, in line with feedback received during Phase One
- The addition of Hunsbury Library as a further deposit location
- The creation of Local Information Locations to complement the use of deposit locations by making available some consultation materials so that local residents could find out more about the Project and understand how they could take part in the consultation process.

On 31 January 2017, an informal version of both the draft Revised SoCC and the supporting document, the draft Revised Report to Inform the SoCC, were issued to South Northamptonshire Council, Northampton Borough Council and Northamptonshire County Council for initial feedback, ahead of formal consultation. The local authorities were asked to respond by 28 February 2017.

By 7 February, NCC had confirmed it was satisfied with the draft revised documents. Neither SNC nor NBC had responded by early March so on 7 March, both were emailed again requesting any comments by the end of 13 March. Again, neither SNC nor NBC responded.

During the course of spring and early summer 2017, the Revised SoCC and Revised Report to Inform the SoCC were finalised with further details of the proposed consultation schedule.

8.4.3 Formal consultation

On 21 June 2017, the formal drafts of both the Revised SoCC and Revised Report to Inform the SoCC were issued to SNC, NBC and NCC. A deadline of 21 July 2017 was given to allow at least 28 days for feedback, beginning the day after the Councils received the SoCC. A copy of the correspondence enclosing the draft SoCC and Report to Inform the SoCC is included at Appendix 29 of this Report.

- **Northamptonshire County Council (NCC)**

On 25 July 2017, NCC advised The Applicant that it would not be submitting any comments.

- **Northampton Borough Council (NBC)**

On 20 July 2017, NBC advised The Applicant it has no comments to make.

- **South Northamptonshire Council (SNC)**

On 7 July 2017, SNC verbally advised The Applicant that it would like to see an exhibition being held in Towcester. This request was followed up by email on 10 July 2017. The Applicant confirmed its agreement to this on 11 July 2017 and, with committee members aware of this addition, the SoCC was discussed at the meeting of SNC's Development Control Committee on 13 July 2017. On 21 July, SNC advised The Applicant that the Committee resolved to make no further comment on the draft SoCC.

8.4.4 Final Revised SoCC

The final Revised SoCC was considered to be an update to the original SoCC rather than a separate statement to cover a different consultation. It therefore outlines all consultation activities undertaken during both Phases, having been amended to reflect the approach to Phase Two.

8.4.5 Further update and further formal consultation

On 11 August 2017, The Applicant announced that its planned consultation in September 2017 would now be delayed, following the delay in Northamptonshire County Council publishing a complete Northamptonshire Strategic Transport Model.

As a consequence, in late 2017 and early 2018, the Revised SoCC and Revised Report to Inform the SoCC were further updated to include the latest consultation and exhibition dates, along with the latest information on the planned highways investments. On 4 January 2018, the formal drafts of both the Updated SoCC and Updated Report to Inform the SoCC were issued to SNC, NBC and NCC. A deadline of 2 February 2018 was given to allow at least 28 days for feedback, beginning the day after the Councils received the Revised SoCC. A copy of the correspondence enclosing the draft SoCC and Report to Inform the SoCC is included at Appendix 29 of this Report.

- **Northamptonshire County Council (NCC)**

The planning department was contacted on 8 January and subsequently by telephone 12 January 2018 to confirm that the SoCC had been received. NCC provided no response to consultation. Notification of the updated SoCC being published on 1 March was sent on 26 February.

- **Northampton Borough Council (NBC)**

Provided confirmation of receipt on 8 January 2018. On 23 February 2018, NBC responded, stating that it had reviewed the SoCC and had no further comments. Notification of the updated SoCC being published on 1 March was sent on 26 February.

- **South Northamptonshire Council (SNC)**

Confirmation of receipt was sent on 17 January 2018. On 2 February 2018, SNC responded, noting that the version was similar to the updated SoCC that was consulted on in 2017, with revisions to the timing for the period of statutory consultation noted. SNC made no comments on the content of the SoCC but requested an extension to statutory consultation for SNC due to the timing of when SNC's planning committee fell within the Rail Central consultation period. On 27 February it was confirmed to SNC that the end of the consultation period on 23 April could not be delayed but the Applicant would nonetheless endeavour to consider feedback before finalising the DCO application. Notification of the updated SoCC being published on 1 March was sent on 26 February.

SNC provided feedback to Phase Two Consultation on 23 April 2018 and on 23 May 2018, which was after the deadline. Both sets of feedback were reviewed, and regard had to in full. See Appendix 49 for further details.

8.4.6 Publication

The Updated SoCC was published on the Project website and made available in deposit locations from 1 March 2018. Section 47 advertisements were published in the *Northampton Chronicle and Echo* on 1 March and 8 March 2018 and notifications were sent to all consultees on 27 February 2018 (see Appendices 34). Please see Appendix 33 for copies of the Section 47 newspaper adverts.

Additionally, the SoCC was publicised in other notifications, including the Section 48 notices that appeared in *London Gazette* on 9 March 2018, the *Guardian* on 7 March 2018 and in the *Northampton Chronicle and Echo* on 1 and 8 March. Please see Appendix 44 of this Report for copies of this notice.

8.5 Undertaking consultation

8.5.1 Consultation materials

At the start of the Phase 2 Consultation, on 15 March 2018, a number of documents were published for consultation under Section 42, Section 47 and Section 48 of the Act. These were presented and made available at the public exhibitions, on the website, at deposit locations and on USBs which were issued with letters to Section 42, section 43 and 44 Consultees.

The documents included:

- Preliminary Environmental Information Report (PEIR), Non-Technical Summary and Technical Appendices
- Draft Planning Statement
- Parameters Plan and Landscape Masterplan
- Project Assessments and Reports
- Project Drawings and Plans
- Draft Construction and Operational Management Plans
- Land Plans

Please see Appendix 4 for full list of technical documentation consulted on.

In addition, a number of other documents which provide important further information were made available for reference on the Project website, in deposit locations, local information locations and at the exhibitions. These were:

- Statement of Community Consultation (SoCC)
- Report to Inform the SoCC

8.5.2 Consultation methods

In line with the SoCC, agreed with local authorities as set out above, the Applicant undertook a comprehensive formal consultation process to ensure that all those who

wished to learn about and provide feedback on the plans for Rail Central were able to do so.

Details of the activities undertaken during this period are provided in Figure 17.

Figure 17: Consultation methods

Activity	Description
<p>Public exhibitions</p>	<p>15 March 2018 to 24 March 2018: Six public exhibitions were held over this period, in various local locations:</p> <ul style="list-style-type: none"> • The Walnut Tree Inn, Blisworth (15 March) • Milton Malsor Village Hall (17 and 23 March) • Roade Village Hall (21 March) • South Northamptonshire Council Chamber, Towcester (22 March) • Blisworth Village Hall (24 March) <p>These allowed members of the local community to view the plans, put questions to the technical experts involved in the development of those plans, and offer formal feedback at an early stage in this process.</p> <p>Please see Figure 18 for details of the public exhibitions.</p>
<p>Youth engagement</p>	<p>28 March 2018: Letters sent to local schools, colleges and youth forum offering briefings and/or curriculum support.</p> <p>Northampton Borough Council Youth Forum accepted the offer of a presentation on the Rail Central proposals and consultation and this was held at the Youth Forum’s monthly meeting on 11 April 2018.</p> <p>On 15 April Collingtree Primary School expressed interest in a presentation on the Project, consultation and the wider world of commerce but did not proceed.</p>
<p>Deposit locations</p>	<p>Throughout consultation, all exhibition materials and relevant documents were made available in:</p> <ul style="list-style-type: none"> • NCC County Hall • NBC One Stop Shop • Northampton Central Library • Roade Library • Towcester Library • Hunsbury Library

<p>Local information locations</p>	<p>To complement the schedule of deposit locations and help reach out into the local communities, consultation materials were also made available at a number of local information centres. These were not official consultation locations and were subject to space and access restrictions. It was made clear that not all consultation materials would be available in these locations and therefore local residents and other interested parties were directed to public exhibitions, deposit locations or the website for full details.</p> <p>The Applicant engaged with a significant number of potential local information centres, such as local pubs, village halls, and youth and community venues, where local footfall was known to be high. Ultimately, it was only possible to make arrangements with a small number of venues due to responses received.</p> <p>The local information centres were:</p> <ul style="list-style-type: none"> • Blisworth Post Office, Blisworth • The Walnut Tree Inn, Blisworth • Blacky More Community Centre, East Hunsbury <p>Packs containing consultation documents for public reference were hand delivered on the morning of 15 March 2018. The consultation materials included in each pack were:</p> <ul style="list-style-type: none"> • Consultation advert (Section 47) • Exhibition panels (in A3 and A4) • Copies of feedback forms • Statement of Community Consultation (SoCC) • Report to Inform the SoCC • Contact cards with our contact details
<p>Online library of plans and documents</p>	<p>Throughout the pre-application period, including during consultation, the Project website, www.railcentral.com contained a Project Library which made all currently available documents accessible to any member of the public.</p>
<p>Feedback forms available for freepost and online</p>	<p>During the formal consultation period, feedback forms were available online. At the public exhibitions, hard copies of feedback forms were available to be returned during the exhibition or to be sent to the Applicant via freepost by the end of consultation (11.59pm on 23 April 2018), allowing</p>

	residents to provide comments on the plans which would influence the development.
Consultation phone line	<p>The telephone line, which was operational since the early stages of informal consultation, was maintained and advertised for general enquiries relating to the statutory consultation. Local residents and other interested parties could request information by telephoning the Project telephone line, though it was not possible to provide formal feedback through the consultation line. This was made clear throughout.</p> <p>The telephone line remained live throughout the pre-application process.</p>
Meetings	<p>In addition, on 8 March, separate meetings took place with the LLG and SNC planning committee to provide an overview on statutory consultation and the updated scheme.</p> <p>This was followed by written updates to the LLG in late March, April, May, June and July 2018 then a further meeting on 17 July 2018 to update on progress of consultation and review of feedback.</p>

8.5.3 Public exhibitions schedule

Figure 18: Public exhibition schedule

<p>Walnut Tree Inn Thursday 15 March, 2pm-8pm 21 Station Road, Blisworth NN7 3DS</p>	<p>South Northamptonshire Council Chamber Thursday 22 March, 1pm – 7pm The Forum, Moat Lane, Towcester NN12 6AD</p>
<p>Milton Malsor Village Hall Saturday 17 March, 12.30pm-5.30pm High Street, Milton Malsor NN7 3AS</p>	<p>Milton Malsor Village Hall Friday 23 March, 2pm – 8pm High Street, Milton Malsor NN7 3AS</p>
<p>Roads Village Hall Wednesday 21 March, 1pm – 7pm Bailey Brooks Lane, Roads NN7 2LT</p>	<p>Blisworth Village Hall Saturday 24 March, 10am – 4pm 19 Stoke Road, Blisworth NN7 3DB</p>

8.5.4 Publicising the consultation

The schedule of public exhibitions was, along with the deposit locations and website address, advertised widely in the local community and media. Please see Figure 19 below for further details.

8.5.5 Following formal consultation

Phase 2 Consultation closed at 11.59pm on 23 April 2018, as scheduled. All feedback was logged, analysed and considered in advance of finalising the plans for submission of the DCO.

During this stage, the Applicant kept the local community updated on progress and how regard is given to feedback via a community newsletter in July 2018 and a presentation to the LLG on 17 July 2018. This was supported with website updates, responding to ad-hoc enquiries and issuing letters of acknowledgement for providing feedback on 15 June 2018 (see Appendix 54).

8.5.6 Compliance with the SoCC

The following Figure 19 sets out how the Applicant has complied with the provisions of the SoCC.

Figure 19: Compliance with the SoCC

Commitment: in summary	What we have done
<p>The Applicant will ensure that information is available via a mix of different approaches to help make information accessible widely. This includes:</p> <ul style="list-style-type: none"> • Project website • Project email address • Project telephone line • Freepost • Exhibitions • Letters and newsletters 	<p>All lines of contact identified in the list to the left were provided as a means of contact and for disseminating information.</p> <p>Consultation information was made available at public exhibitions, at inspection locations and on the Project website throughout the consultation period. Project contact details were widely publicised through letters, the media and on 'keep in touch' cards to ensure local residents and other interested parties would be able to engage.</p> <p>The website was updated at key junctures, including on 1 March 2018 notifying of Phase Two Consultation dates, on 15 March with consultation documentation and on 24 April, following the close of consultation. From 24 April consultation materials</p>

	<p>remained on the website and feedback forms were removed.</p> <p>The primary consultation methods outlined above were complemented by a number of local information centres where limited consultation materials were made available. These locations were identified due to their high footfall and provided local residents and others with an interest in the Project an opportunity to find out more about the Project and how to provide feedback, as well as where full consultation information was available.</p>
<p>The Applicant proposes to hold a series of public exhibitions at local venues close to the site.</p> <p>At each exhibition, project information will be presented through a variety of means, including:</p> <ul style="list-style-type: none"> • Display panels with relevant information and visuals where appropriate • Maps • Non-technical summary (summarising the proposals) • Relevant information on the proposed approach to land use and scheme design 	<p>A total of six public exhibitions were held in five different local venues, including across four evenings and two Saturdays. Please see Figure 18 for a full schedule.</p> <p>A team of approximately 15 team members – including at least one representative from Applicant – and were present at all times to answer questions to help ensure participants had the right information to provide their feedback. Exhibition attendees were provided with a feedback form and directed to exhibition panels and the suite of published consultation documents, including the non-technical summary and policy documents such as the NPS NN (2014).</p> <p>The exhibition panels included key plans and maps of the proposals and were additionally available to view in printed packs at the exhibition. Copies of the non-technical summary were available to view as printed copies and materials were available digitally on a laptop at the exhibition.</p>

	<p>The proposed approach to land use and scheme design was explained in the exhibition panels and printed packs of visualisations, plans and maps were available to view at the exhibition. These were additionally available to view digitally at the exhibitions and on the Project website.</p> <p>In addition, an illustrative 3D interactive model and video of Rail Central was on display. The model showed the development in Year 1 and Year 15 and could be viewed at different locations. A technician managed the video at all times and assisted visitors in operating and viewing the model. The model was intended to assist in visualising the development and views on surrounding areas.</p> <p>All consultation documents were also available to view at deposit locations and on the Project website.</p>
<p>The Applicant will write directly to households and businesses within the defined consultation area around the site (section 1 and 2), providing details for the consultation and public exhibitions (and other ways to get involved).</p> <p>Targeted and proportionate consultation will also be undertaken with those that might be impacted by proposed highway improvements at 11 junctions that lie outside of the consultation zone.</p>	<p>A notification letter was sent to all 8,177 postal addresses (residential, business and other) within the consultation zone on 27 February 2018, notifying them of the consultation. This was accompanied with a community newsletter, providing details of the consultation and exhibitions, as well as a S48 notice. Please see Appendix 34 for a copy of the letter.</p> <p>The same information was sent to the 486 properties identified in the targeted and proportionate consultation for the proposed improvements to the 11 junctions that lie outside of the consultation zone on 2 March 2018.</p>
<p>Information is expected to be issued via the LLG on a monthly basis (either in</p>	<p>The Applicant continued to provide regular updates to the LLG in writing,</p>

<p>writing or through meetings set up when appropriate).</p>	<p>including during the formal consultation period. A meeting was held on 8 March 2018, to inform of Phase Two Consultation, recent technical work and an introduction to the new development partner.</p> <p>Following consultation, the Applicant provided a written update in April. Subsequently updates were provided in May, June, July and August. In addition, a meeting was held on 17 July to update on Phase Two Consultation, recent technical work and next steps.</p>
<p>The Applicant will continue to offer and attend local meetings where appropriate to do so and where the meetings will facilitate input to the consultation process. Briefings and presentations will be offered to Youth Councils and local schools.</p>	<p>These bodies were sent notification letters for consultation on 27 March.</p> <p>A briefing and presentation was offered to local schools, colleges, the University and Youth Forums. A presentation was made to NBC's Youth Forum on 11 April 2018.</p>
<p>Local press advertisements will be placed in the <i>Northampton Chronicle & Echo</i> on the SoCC and consultation. Posters and leaflets will be provided to Parish Councils for use with local notice boards. Digital equivalents can also be provided for use on local websites and online newsletters.</p>	<p>A full-page advertisement was published in the <i>Northampton Chronicle & Echo</i> on 1 and 8 March 2018 to promote the consultation period, including exhibitions, inspection locations and website (see Appendix 33). Digital posters containing information on Phase Two Consultation were issued to local Parish Councils on 2 March 2018. Hard copies of the posters were sent to those Parish Councils that agreed to place copies in noticeboards on 13 March 2018 – Milton Malsor, Blisworth, Upton, Rothersthorpe and West Hunsbury. Local authorities were requested to publish information of the consultation on their websites, where possible.</p> <p>To complement this, roadside adverts were placed at J15A service station,</p>

	<p>both directions, between 12 March and 22 April 2018. See Appendix 47.</p>
<p>Project information, including PEIR and copies of consultation documentation will be made available to view in a digital format without charge at a network of deposit locations during the venue's opening hours. Deposit locations: NCC County Hall, NBC One Stop Shop, Northamptonshire Central Library, Roade, Library, Towcester Library and Hunsbury Library.</p>	<p>In advance of the consultation, a SoCC advertisement was provided to the deposit locations for placing on a noticeboard and written agreement provided reassurance that USBs of the consultation materials would be made available.</p> <p>USBs containing all consultation documents were delivered to each of the deposit locations specified in the SoCC on 14 March 2018 with a covering note requesting that the USBs be made available on request. During the consultation, the Project team made periodic checks with the inspection locations to confirm the USBs was still publicly available.</p> <p>On 20 March 2018, deposit locations were furnished with USBs that included the additional consultation documentation as well as the already published documentation. Again, periodic checks were made with the venues to ensure sufficient USB copies were available and supplies were replenished where necessary.</p>
<p>To complement the network of deposit locations, some consultation materials will also be made available at a number of local information locations where local residents can find out more about the Project and understand how to take part in the consultation process. Local information locations: Blisworth Post Office, the Walnut Tree Inn and Blacky More Community Centre.</p>	<p>A pack of key consultation materials was provided to the identified local information locations and displayed as subject to facilities at each location.</p> <p>This included a copy of the SoCC advert, exhibition panels and copies of feedback forms, along with Keep In Touch contact cards. This meant it was clear at each location were further information can be accessed from, and how to contact the Project team. Information was displayed at the</p>

	information locations identified within the SoCC. Consultation documentations were provided to local information locations on 15 March 2018.
During the consultation, the Applicant will make available Preliminary Environmental Information relating to the proposals. This will include available 'baseline' environmental information during the S47 (local community) consultation.	On 15 March 2018, the Draft Preliminary Environmental Information Report (PEIR) was published as part of the suite of consultation materials. This was available on the Project website, deposit locations and at exhibitions. Printed copies were also available on request.
The consultation materials will include information about the NPS NN 2014 which explains the Government's policies towards SRFIs.	This information was presented on the exhibition panels and in consultation documents, and the Draft PEIR. Hard copies were also available to view at the exhibitions.
The Applicant will show how the plans have developed and advanced from Phase One Consultation , including where it has been possible to take on board feedback given during Phase One Consultation, and the latest planning timescales.	The exhibition panels explained how feedback from Phase One had been considered and incorporated into the evolution of the proposals where possible.
Phase Two Consultation will specifically focus and invite feedback on landscaping and public access, highways and access, improvements to local highways (including J15A of the M1) and environmental issues , as well as any other matters consultees wish to comment on.	The exhibition panels provided information on these elements. In addition, the feedback form included questions that invited feedback on these elements.
Feedback forms will be provided to visitors to the public exhibitions. An online feedback mechanism will be provided on the Project website, www.railcentral.com .	All exhibition attendees were handed a feedback form on arrival. This could be submitted on the day or returned by the consultation deadline via Freepost or email.

<p>In addition, feedback forms will be available from the Project team on request during the consultation period.</p> <p>Respondents will also be able to provide their feedback in writing via emails to the Project email address or post to the Project postal address.</p>	<p>Feedback forms were available from the Project team on request during the consultation period.</p> <p>An online version of the feedback form was available on the Project website under “Get involved”. A link was established on the homepage of the Project website. The website has also featured an online email template under “contact us”.</p> <p>Respondents were able provide their feedback in writing via emails and by post to the Project postal address (Freepost Rail Central). These details were included in the feedback form, communicated during the exhibitions and listed on the Project website.</p>
<p>The Applicant will consider and have regard to all relevant feedback.</p> <p>The Applicant will also prepare a Consultation Report, which will detail consultation carried out, summarise feedback and demonstrate how it has had regard to feedback. This will be submitted to the Planning Inspectorate with the DCO application as an application document.</p>	<p>All feedback provided during the consultation was logged and considered by the Project team. Please see Appendices 51-53 for further details, which shows how regard was had to feedback received under Section 47.</p> <p>The Consultation Report is part of the DCO application.</p>

8.5.7 Compliance with the EIA Regulations

Regulation 10 of the EIA Regulations states that the SoCC must set out whether the proposal is EIA development and, if so, how the Applicant intends to publicise and consult on preliminary environmental information (PEI). The SoCC sets out the intention to carry out an EIA, provide and consult on PEI and submit an Environmental Statement in connection with the Project.

As noted in Figure 19, PEI was produced and consulted on during the second stage of Section 47 consultation and was made available on the Project website.

8.6 Responses received to Section 47 Stage Two Consultation

8.6.1 Methodology

The Applicant received a total of 98 feedback responses from individuals and others as part of the Section 47 Consultation.

Six of these responses were separated out from the majority of the feedback due to the unique interest and status of the organisation. These were the responses from Rt Hon Andrea Leadsom MP, Chris Heaton-Harris MP, Stop Rail Central, Inland Waterways Association (Northampton Branch), The Woodland Trust and Roxhill.

The same approach was taken to analysing the feedback received in Phase Two as during Phase One (detailed above).

However, the themes arising were not directly comparable to Phase One Consultation feedback, as the second stage of Section 47 consultation was conducted in line with more detailed plans and having amended the Project to reflect the feedback received during Phase One statutory consultation. Therefore, the process of establishing which themes would be used to categorise feedback was repeated ahead of producing Phase Two feedback log.

Please note that all relevant comments have been tallied based on sub themes. Some respondents raised more than one sub theme in their one piece of overall feedback – they are counted in each instance. Therefore, sub theme totals should not be combined.

8.6.2 Theme

Formal written responses received by feedback form, email, letter and the online form were recorded in a bespoke feedback log database. For the purposes of analysis and record-keeping, individuals' personal information was recorded, with verbatim responses recorded against the appropriate theme.

In order to analyse and identify themes, trends and priorities in the feedback, the Applicant developed a bespoke list of codes and sub codes, that are relevant to the comments made.

The codes (or main feedback themes) were:

- A. Environment
- B. Visual and landscaping
- C. Rail infrastructure
- D. Access
- E. Highways
- F. Junction 15A
- G. Socio-economic
- H. Market need and demand
- I. Community benefits

- J. Construction
- K. Consultation
- L. General
- M. Lighting
- N. Noise
- O. Air quality
- P. Drainage
- Q. Biodiversity
- R. Heritage
- S. Site selection

8.6.3 Summary of feedback (excluding stakeholders)

Figure 20 below outlines the feedback received from members of the public at Phase Two. Feedback received has been grouped together into themes and sub themes.

Themes are ordered from “Environment” to “General”. Each theme has a number of sub themes, each of which is identified in Figure 20 below along with the total number of individuals to have raised that issue.

The full schedule of verbatim feedback can be found in Appendix 51, along with the schedule of feedback themes and respondent totals (Figure 20 below). In this appendix, each of the themes and sub themes has a specific reference, such as “A” (Environment) and “a1” (approach to managing environmental impact is inadequate).

In addition, please see Appendix 52 for a schedule of each individual comment and an account of how the Rail Central team has had regard to each comment.

Figure 20: Schedule of feedback themes and respondent totals

Theme	Sub theme	Number of respondents to raise issue
Environment	Approach to managing environmental impact is inadequate	19
	Positive about approach to managing environmental impacts of development	1
	Unspecified damage to environment due to scale of development	5
	Concern over the impact on the environment / that it cannot be fully mitigated	23
	Sustainability and cleaner energy	1
	Screening is important to reduce noise and light pollution	2
	Development inappropriate for the area	16
	Concern over increase waste	1

	Concern over how the site will be managed long term	2
	Concern that local pollution will increase in pursuit of reducing national pollution	6
Lighting	Concern over light pollution	20
Noise	Concern over noise pollution	33
Air Quality	Concern over air pollution	27
	Concern over unspecified pollution from vehicle movement	10
Drainage	Concern over drainage and flooding	3
Biodiversity	Concern over damage to wildlife / loss of habitat	14
Heritage	Concern for impact on heritage and character	4
Visual and landscaping	Concern over building heights	7
	Screening and building design important to blend development into landscape	2
	Positive about landscaping and screening approach	3
	Landscaping and screening approach is inadequate	10
	Development cannot be sufficiently screened	30
	Concern over loss of current green landscape of site	17
	Unsatisfied with proposed landscaping and / or aesthetic of buildings	4
	General concern about visual impact on surrounding area	10
	Put scheme underground	3
Rail infrastructure	The development must use rail and this should be guaranteed	4
	Safety concern over rail use	1

	Rail infrastructure should be delivered in phase one	2
	Positive about using rail for freight	2
	Concerned over impact on passenger trains	8
	No rail benefit to local community / commuters	1
	Recommending additional infrastructure / uses of rail lines	2
	Questions capacity of West Coast Main Line for additional freight movement	19
Access	Concern over bus interchange being used for site traffic access	1
	Concern that the proposed emergency access at Northampton Road would be used by site traffic	2
	Diverted footpaths insufficiently links villages	2
Highways	Concern over number of non-HGV movements related to the development	3
	Highway improvements are inadequate	21
	Concern over current congestion and additional traffic worsening the situation	44
	Concern over congestion on network when there is a breakdown or accident	17
	Positive about extent of highway improvements and its impact on community	2
	Generally positive about approach	2
	Accidents and breakdowns should be considered in traffic assessments and mitigation plans	4
	Concern over vehicles using routes through villages, causing congestion and / or pollution	29
	Queries plans for cycleways	1
	Suggests other highway improvements	6
	Concern over impact on commuter times	2
	Increase in HGVs cannot be mitigated	3
General concern over effect on roads	7	

	Safety concerns with increased traffic	9
Junction 15A	Concern over current congestion	4
	Concern that congestion would worsen at J15A, regardless of improvements	13
	Approach is inadequate and will be of little or no benefit	11
	Improvements not needed	1
	Positive about proposed improvements	4
	Doesn't understand the plans / overcomplicated	3
	Concerned with timing of improvements with other planned work	1
Socio-economic	Concern over impact on house prices	7
	Compensation for loss of house value	1
	Concern over impact of road congestion on local economy	1
	Object to / concerned with loss of farmland	6
Market demand and need	Questions need with other facilities (e.g. DIRFT) nearby	29
	Unsatisfied with market need argument	6
	Questions suitability of site's location on rail network and concern over a clustering of SRFIs	12
	SRFI proposal is an excuse for a warehouse development	7
	Critical of number of warehouses with direct rail links	2
	Questions extent of occupiers' use of rail link	9
	Development unnecessary	7
	Scheme will be outdated when it's complete	2
Site selection	Unsuitable location	10
	Disagrees with NSIP application route	4
Community benefits	Positive about pocket park	1
	Suggestions for community benefits	3

	The pocket park has little value because it is close to the development	2
	Positive about increased local bus service	2
	Positive about footpaths	3
	No community benefits	40
	Few community benefits	3
	Employment	5
	Only low wage labour and developers benefitting	2
	Jobs not needed	16
	New staff could cause social unrest and / or increased crime	7
Construction	General concern over impact on local communities and / or environment	4
	Concern over impact on public health	1
	Concern over construction disrupting travel times	7
Consultation	Lack of technical information available	7
	Request simpler language in communication	1
	Questions impact of local feedback on proposals	5
	Critical of quality of consultation	2
	Positive about 3D model	1
	Critical of how widely the Applicant consulted	2
	Project team is uninformed or unhelpful	4
	Consultation information is misleading	3
General	Demonstrating disregard of the countryside	5
	Demonstrating disregard of local communities	4
	General concern for impact on rural lifestyle and local communities	30
	General concern for loss of / impact on countryside	16
	Unspecified concern	1
	Fundamental objection	26

	General concern over overall impact on local area	18
	Concern over profit and / or commerce being valued over communities and character of countryside	15
	Positive about applicant's approach to developing proposals	1
	Project is inconsistent with local planning policy	3

As referenced above, a full record of all feedback, along with the themes and sub themes, is reported in Appendix 51, and a full record of how the project team has had regard to each individual comment is reported in Appendix 52.

8.6.4 Summary of feedback from technical and other stakeholders

The feedback from organisations was considered and recorded separately, due to their unique status.

A copy of their verbatim feedback and how the team has had regard can be found in Appendix 53.

8.7 Statement of Compliance

An account of how the requirements of the Act and the EIA Regulations have been complied with in terms of undertaking the second stage of Section 47 consultation is set out in this Chapter and the Statement of Compliance (Appendix 1).

This Chapter demonstrates that consultation was carried out in line with the Revised SoCC. It also shows that all requirements for summarising the Section 47 consultation responses received during Phase Two statutory consultation and having regard to those responses under Section 49 of the Act have been met.

It can be concluded from an analysis of this information that the comments, views and impacts identified through the Phase Two statutory consultation have influenced the development of the Project, primarily in relation to mitigating the visual impact of the proposals in the northern part of the site.

Following the close of consultation, letters were sent to respondents to acknowledge and thank them for their feedback. These letters were sent in June 2018. Please see Appendix 54 for a copy of this letter.

In addition, the main themes and issues that were raised in the feedback were summarised and reported in the Summer 2018 community newsletter, which was published in July 2018. Please see Section 11 and Section 12 for further details of this, and other activities, carried out following the close of the Phase Two Consultation.

Figure 21: Changes made following Phase Two Consultation

Phase Two Consultation: changes made following consultation		
Change	Detail of change	Relevant plan
Access designs	A minor amendment to the development zones as shown in the parameters plan, which now enable the zones to directly abut the proposed internal estate roads, providing flexibility for access to the individual units. In addition, a minor realignment of the main access from the A43 into the site was made to the parameters plan.	Parameters Plan
Proposed heights near Milton Malsor	Zone 3 as previously shown on the Parameters Plan has now been split in to Zones 3a and 3b. We have reduced the maximum building heights within Zone 3a (to the north) from 18.5m to 15m. This is a direct response to concerns raised at Stage Two Consultation regarding visual impact.	Parameters Plan
Building limits within Zone 3a	The relocation of the “building limit” line within Zone 3a. This has been moved slightly, 48m to the west, to allow additional flexibility as to the future detailed design of the proposed warehousing.	Parameters Plan
Landscape bunds	An amendment to the landscape bunds in a direct response to concerns raised at Stage Two Consultation regarding visual impact. The proposals are to: <ul style="list-style-type: none"> - Raise the bund to the north of Zone 1 by 2m and extending it to the north; - Raise the bund to the north of Zone 3a by 2m, excluding at the northern tip where it remains as before; - Reduce the ground levels in Zone 3a and 3b by 0.5m, and in Zone 4 by 0.35m. 	Green Infrastructure Plan
Additional woodlands to the east of the	Introduction of woodland blocks to the east of the Northampton Loop in keeping with wider landscape character. This is a direct response to	Parameters Plan and Green

Northampton Loop Line	concerns raised by South Northamptonshire Council.	Infrastructure Plan
Red line boundary	<p>Minor extensions to the 'red line' main site boundary (known as the Order Limits) for the A43 access in both a northerly and southerly direction prompted as a result of detailed technical design work.</p> <p>Also, minor alterations to the red line boundary (known as the Order Limits) highway junctions:</p> <ul style="list-style-type: none"> • A43 / Northampton Rd (Safety Scheme): this change is simply the introduction of additional safety signage to the south of the junction. It was prompted by Highways England, which requested that proposed signage should be replicated on both directions; • A5076 / Upton Way: this extension will allow for the approach road and left turn slip lane to be realigned, avoiding any impact on the bridge. The extension will be entirely within existing highway land, owned by Highways England. 	Order Limits Plan
Internal flexibility	Introducing a zone of flexibility on sections of the main site spine road, both to the east and west of Northampton Road. This zone extends to 20m either side of the current central alignment of the spine road within the site and will provide the necessary flexibility for delivering an alternative alignment at detailed design stage.	Parameters Plan
Occupational health	Introduction of on-site occupational health provision within the planned lorry park amenity facilities. This is a direct response to the comments of the Northamptonshire County Council Public Health Team.	Parameters Plan

The Design and Access Statement provides further explanation of how the Proposed Development has evolved in response to feedback received through extensive engagement and consultation.

Changes made following Phase Two Consultation were the subject of an additional localised consultation, referred to as Phase 2A, which was undertaken from 25 June to 23 July 2018. Further information is in Chapter 11 within this report.

Community benefits

In addition, following consultation, the Applicant further developed a package of community benefits, including transport investments. the Applicant will:

- i. Establish a community liaison group to facilitate and fund liaison between local residents, local authorities and others to help maximise the local benefits during construction and operation. Representatives could include parish councils, local authorities and other statutory bodies, along with Gazeley GLP.
- ii. In conjunction with the Transport Review Group, monitor bus service provision to the Development to include measures to expand and improve the existing bus service to the Development, implement an HGV Routing Plan and coordinate the implementation of any Travel Plans.
- iii. Deliver a potential improvement scheme at Junction 28 (A43 / Towcester Road) to include warning and other signage

As part of the Section 106 agreement, a landscaping fund will also be made available towards additional planting and landscaping for local residents in the immediate vicinity of the site.

PART FOUR: STATUTORY CONSULTATION – SECTION 42

9 Section 42 Consultation

9.1 Introduction to this stage of consultation

This Chapter of the Consultation Report sets out the activities undertaken by The Applicant to comply with its duty to consult under Section 42 of the Act. It seeks to provide the information relevant to formal Section 42 consultation as required in the Consultation Report under Section 37(7)(a) of the Act and the relevant parts of the DCLG guidance on pre-application consultation.

This Section Chapter concludes with a Statement of Compliance summarising the regard that The Applicant has had to relevant legislation and guidance in carrying out its duties under Section 42.

9.2 Legislative context

9.2.1 Duty to consult under Section 42

Section 42 of the Act requires the Applicant to consult the following about the proposed application:

- (a) such persons as may be prescribed;
- (aa) the Marine Management Organisation (offshore schemes);
- (b) each local authority that is within section 43 of the Act;
- (c) the Greater London Authority if the land is in Greater London; and
- (d) each person who is within one or more categories set out in section 44 of the Act.

For the purposes of Section 42(a) of the Act, the persons prescribed are those listed in column 1 of the table in Schedule 1 to the Applications Regulations (as amended).

With regard to section 42(b), local authorities are defined as those within which the land to which the proposed application relates is located (Section 43(1)). It also includes those local authorities that share a boundary with that authority (Section 43(2)).

Figure 22: Graphic showing classifications within section 43 of the Act

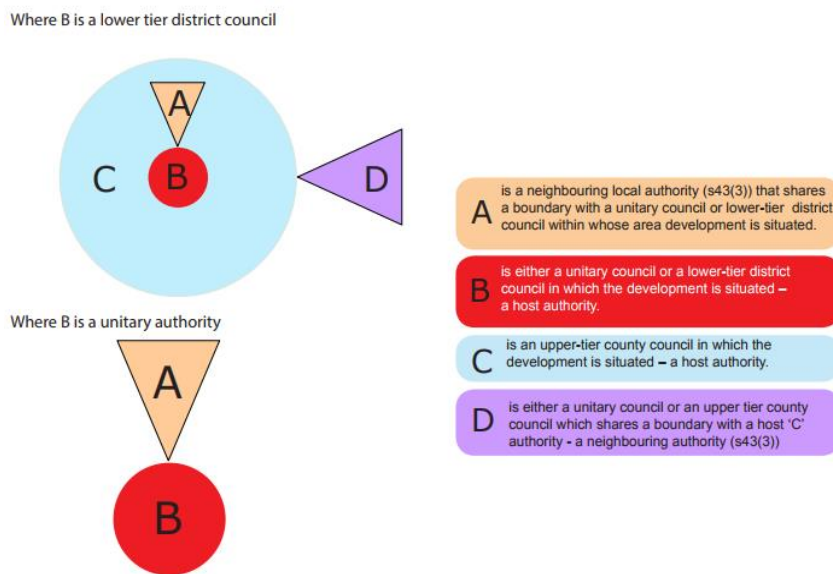


Figure 23: Advice Note two: the role of local authorities in the development consent process

The Planning Inspectorate

The role of local authorities in the development consent process

Advice Note two: The role of local authorities in the development consent process

The Planning Act 2008 (as amended) (PA 2008) contains many processes where a local authority has a special role and their participation is expected. This advice note seeks to explain when and why a relevant local authority should take part in the process.

This advice note provides an overview of that special role to enable authorities to target their resources more appropriately and effectively. To aid understanding of the various terms used in the advice note please refer to the Glossary of Terms on the National Infrastructure website.¹

The Planning Act and the Planning Inspectorate

The PA 2008 explains how applications for nationally significant infrastructure projects (NSIPs) relating to energy, transport, water, waste, waste water and certain business and commercial developments will be examined. It includes opportunities for people to have their say before a decision is made by the relevant Secretary of State (SoS).

The Planning Inspectorate carries out certain functions related to these major proposals on behalf of the SoS. More information about the application process can be found on the National Infrastructure website.

Status of this Advice Note

This Advice Note has no statutory status and forms part of a suite of advice provided by the Planning Inspectorate.

This version of this Advice Note supersedes all previous versions. It will be kept under review and updated when necessary.

This advice note makes reference to other advice notes, these can all be found at: <http://infrastructure.planninginspectorate.gov.uk/legislation-and-advice/advice-notes/>

1. <http://infrastructure.planninginspectorate.gov.uk/the/glossary-of-terms/>

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The role of local authorities in the development consent process
February 2015
Version 1

For the purposes of section 42(d), a person is within section 44 of the 2008 Act if the Applicant knows that the person is an owner, lessee, tenant or occupier of the land (Category 1, Section 44(1)); is interested in the land or has power to sell and convey the land or to release the land (Category 2, Section 44(2)); or is entitled to make a relevant claim if the order sought by the proposed application were to be made and fully implemented (Category 3, Section 44(4)).

There is a duty on the Applicant, when consulting a person under Section 42, to notify them of the deadline for receipt of comments to the consultation (Section 45(1)). This must be a minimum of 28 days, commencing on the day after the day on which the person receives the consultation documents (Section 45(2)). Consultation documents must be supplied to the person by the Applicant for the purposes of the consultation (Section 45(3)).

DCLG guidance at paragraph 26 notes that in addition, Applicants may also wish to strengthen their case by seeking the views of other people who are not statutory consultees, but who may be significantly affected by the Project.

9.2.2 Duty to notify the Planning Inspectorate of proposed application under Section 42

Aligned with formal consultation under Section 42 is a requirement for the Applicant to notify the Planning Inspectorate of the application under Section 46. This must be done on or before commencing consultation under Section 42 (Section 46(2) of the Act) and the Planning Inspectorate must be supplied with the same information as is proposed to be used for Section 42 consultation (Section 46(1)).

9.2.3 Duty to have regard to relevant responses

Section 49(2) of the Act requires the Applicant to have regard to relevant responses to the consultation and publicity that has been undertaken under Sections 42, 47 and 48. A relevant response for the purposes of Section 42 is defined in Section 49(3)(a) as a response from a person consulted under Section 42 that is received by the Applicant before the deadline imposed.

DCLG Guidance on Pre-Application Consultation at paragraph [80] states that the Consultation Report should, among other things:

- (i) Set out a summary of relevant responses to consultation (but not a complete list of responses).
- (ii) Provide a description of how the application was influenced by those responses, outlining any changes made as a result and showing how significant relevant responses will be addressed.
- (iii) Provide an explanation as to why any significant relevant responses were not followed, including advice on impacts from a statutory consultee.

9.3 Policy compliance

Please refer to Section 4 for further details of how we have complied with policies and guidance. In addition, Appendix 1 (Statement of Compliance) explains how the Applicant has complied with relevant guidance and advice. This includes a dedicated Section 42 section.

9.4 Identifying Section 42 Consultation

9.4.1 Prescribed bodies

Prescribed bodies cover the main regulatory bodies that are to be consulted under Section 42 as part of the pre-application process. They comprise ‘technical’ bodies with specific expertise and/or regulatory responsibility for a given discipline.

All Section 42 prescribed consultees were identified through a rigorous assessment of the Applications Regulations 2009 (as amended). This was carried out at an early stage to allow for early engagement with these relevant bodies to inform the development of the plans, ahead of statutory Section 42 consultation. Please see Appendix 5 for a full list of prescribed bodies.

9.4.2 Local authorities

Section 42(1)(c) of the Act states that Applicants must consult all local authorities which fall within one of the categories detailed in Section 43 as follows:

- "B" Authorities (a unitary or district council in which the Project is located)
- "A" Authorities (a unitary or district council which borders a "B" authority)
- "C" Authorities (a county council in which the Project is located)
- "D" Authorities (a unitary or district council which borders a "C" authority). The Applicant identified the below local authorities as bodies that should be consulted on the proposals under Section 43 of the Act.

As per the statutory requirement, of the below local authorities, South Northamptonshire Council, Northampton Borough Council and Northampton County Council were consulted on the content of the SoCC and the Report to Inform the SoCC because they are located within the Order Limits.

Figure 24: Local authorities consulted under section 43 of the Act

Relevant local authority	Category	Notes
South Northamptonshire Council	B	Lower tier council within which the site is located
Northampton Borough Council	B	Lower tier council within which the site is located

Daventry District Council	A	Lower tier council that shares a boundary with a category B authority
Aylesbury Vale Council	A	Lower tier council that shares a boundary with a category B authority
Cherwell Council	A	Lower tier council that shares a boundary with a category B authority
Stratford-on-Avon Council	A	Lower tier council that shares a boundary with a category B authority
Borough Council of Wellingborough	A	Lower tier council that shares a boundary with a category B authority
Peterborough City Council	D	Lower tier council that shares a boundary with a category B authority
Bedford Borough Council	D	Lower tier council that shares a boundary with a category B authority
Milton Keynes Council	A and D	Unitary council that shares a boundary with a category B authority
Rutland Council	A	Unitary council that shares a boundary with a category B authority
Northamptonshire County Council	C	Upper tier council within which the site is located
Leicestershire County Council	D	Upper tier council that shares a boundary with a category C authority
Lincolnshire County Council	D	Upper tier council that shares a boundary with a category C authority
Cambridgeshire County Council	D	Upper tier council that shares a boundary with a category C authority
Buckinghamshire County Council	A and D	Upper tier council that shares a boundary with a category C authority

Oxfordshire County Council	A and D	Upper tier council that shares a boundary with a category C authority
Warwickshire County Council	A and D	Upper tier council that shares a boundary with a category C authority

9.4.3 Section 44 persons

Section 42(1)(d) of the Act states that Applicants must consult every person with an interest in the land, as detailed in section 44 of the Act.

This includes parties who fall within one of the following three categories:

- Category 1 (freeholders, leaseholders, tenants and occupiers)
- Category 2 (mortgagees, other persons interested in the land and persons with the power to sell & convey or release the land) and
- Category 3 (those who are or might be entitled to bring a “relevant claim” for compensation as a result of implementation of the DCO or use of the land post-implementation of the DCO).

All persons consulted under Section 42(1)(d) are identified in the Book of Reference (Document 4.3) submitted with the DCO application.

Please refer to the Book of Reference (Document 4.3) for further details. A summary is provided below.

From an early stage in the planning process (which is ongoing), The Applicant carried out extensive enquiries to identify persons that may be categorised under Section 44. This was an iterative process, ensuring that enquiries and research was carried out at regular points to ensure all were identified.

Enquiries undertaken to identify PILs falling within Categories 1 and 2 included the following actions:

- Analysing Land Registry ownership information
- Issuing Land Interest Questionnaires to all known parties
- Undertaking site visits and door-knocking exercises
- Searches of the Electoral Roll and Companies House
- Erecting notices on site where ownership was unknown

Under Category 3 a ‘relevant claim’ means:

- a) a claim under section 10 of the Compulsory Purchase Act 1965, or
- b) a claim under Part 1 of the Land Compensation Act 1973

Parties who would or might be entitled to claim compensation under section 10 of the Compulsory Purchase Act 1965 were identified following a review of any legal rights

that may be interfered with during the execution of the works to deliver the Project where those rights benefit properties from which no land is proposed to be acquired. The assessment concluded that the execution of the works will not result in the interference with any rights that benefit properties from which no land is proposed to be acquired, whereby no parties have been identified as falling within Category 3 by virtue of them being able to make a relevant claim under section 10.

Parties who would or might be entitled to claim compensation under Part 1 of the Land Compensation Act 1973 were identified following a review of the relevant surveys and data relating to noise, vibration, air quality and lighting, to identify any properties that may be depreciated in value due to physical factors caused by the operation of the Project. A number of such properties were identified, the owners and occupiers of which were identified through the enquiries set out above and are listed within relevant section of the Book of Reference (Document 4.3).

All known Section 44 consultees were notified of the first stage of Section 47 consultation, held between 28 April 2016 and 21 October 2016, and invited to give their feedback. Where additional parties were identified as falling within any of Categories 1, 2 or 3 subsequent to the first stage of Section 47 consultation those parties were notified ahead of the statutory consultation process under section 42, described below.

On 13 March 2018, identified Section 44 consultees received a notification letter, informing them that consultation was due to open on 15 March 2018 and that they were being consulted under Section 42 and 44 of the Act. A S48 notice and a USB holding all consultation documentation were supplied with the letter. An additional letter was sent on 17 April 2018 to remind that consultation was due to end on 23 April 2018.

Through completed land interest questionnaires, refinements to the DCO application boundary and an on-going diligent enquiry and review process, additional Section 44 consultees were identified. Tranches of letters were sent to those consultees when they were identified in several batches with the letters providing an opportunity to comment on the proposals. A Section 48 notice accompanied these letters.

Tranches were sent to newly-identified consultees on:

- 12 April 2018 (six letters)
- 25 June 2018 (six letters)
- 5 July 2018 (264 letters)
- 30 July 2018 (eight letters)
- 31 July 2018 (six letters)

Land referencing (Category 3 interests)

As part of the overall process of land referencing, building the Book of Reference and undertaking contact with potentially affected parties, Rail Central carried out

research and diligent enquiries to determine potential Category 3 land interests. This referencing and search activity was carried out within the overall process of land referencing described.

Actions completed included the distribution of letters and Land Information Questionnaires (LIQ) to identified parties. Letters identified the reason for writing and the purpose of the enquiry (as related to land ownership identification with reference to the Rail Central site). Letters provided contact information to enable recipients to raise any questions or seek any clarification that they might find useful for the purposes of responding to the referencing enquiry. The process of diligent enquiries been subject to ongoing refinement throughout the application process.

In cases where questions were raised by recipients of the letters, Rail Central has responded and addressed these, seeking to maintain clarity about the process and the purpose of the referencing enquiries. A dedicated land referencing team has run the process. Where relevant and in response to wider questions raised on land referencing and LIQs (for example via attendees at the Local Liaison Group), Rail Central provided additional information and clarification.

Where appropriate, the Applicant has undertaken negotiations with those individuals and organisations that have an interest in the land. In some cases, these negotiations are ongoing.

9.5 Undertaking consultation under Section 42

9.5.1 Notifications

On 27 February 2018 all Section 42 consultees were sent a notification letter, informing them that consultation was due to open on 15 March 2018 and that they were being consulted under Section 42 of the Act. Please see Appendix 6 for a copy of this letter.

Subsequently, on 13 March 2018, all Section 42 consultees were issued with a copy of all consultation materials in digital form, with a covering letter informing them that consultation had now opened and inviting them to give their written feedback. A period of 39 days inclusive was provided for responses to account for Easter bank holiday. Please see Appendix 6 for a copy of this letter.

Section 42 Consultation opened on 15 March 2018.

9.5.2 Further correspondence during consultation

Following the opening of the consultation, it became apparent that several documents were erroneously omitted from the original suite of materials published for consultation. These materials were the DCO document list, PEIR appendices 17.3, 13.4, 13.5, 13.9 and 17.1.14 and several DCO documents including the drafts of the code of construction practice, construction environmental management plan, materials management plan, pollution prevention method statement, site waste

management plan and sustainability appraisal. These further documents were duly published for consultation on 21 March 2018 via the Project website, on updated USBs for deposit locations and at the public exhibitions. On 21 March 2018, all Section 42 consultees were sent a letter notifying them that these additional consultation documents had now been published and were available for review on the Project website and at deposit locations. Please see Appendix 6 for a copy of this letter.

It became apparent, following the initial notification process, that a number of town and parish councils should be consulted under Section 42 of the Act due to the highways improvements proposed in their parishes as part of the Project. These parish councils included Shutlanger, Stoke Bruerne, Collingtree, Gayton, Upper Heyford, Upton Civil, Duston Civil, Hardingstone, and Greater Houghton, as well as Towcester Town Council. Each of these had already received a Section 48 notice and a Section 47 notification letter on 13 March 2018. Therefore, on 27 March 2018, letters were sent to these additional parish councils, explaining that they are also being consulted under Section 42 and reminding them to provide feedback before the consultation deadline. It also provided a further explanation on how to access consultation documentation. Please see Appendix 6 for a copy of this letter.

On 17 April 2018 all Section 42 consultees were sent a further letter, reminding them of the forthcoming closure of the consultation. Please see Appendix 6 for a copy of this letter.

The Consultation closed at 11.59pm on 23 April 2018.

9.6 Notifying the Planning Inspectorate under Section 46

On 12 March 2018, the Applicant notified the Planning Inspectorate of its intention to commence Section 42 consultation on 15 March 2018. This notification was issued under Section 46 of the Act.

A copy of the notification can be found in Appendix 4.

9.7 Responses received to Section 42 Consultation

The Rail Central team carried out a substantial level of informal engagement with relevant statutory consultees during the pre-application stage. This is outlined in greater detail in Appendix 10.

As described above, formal consultation took place with Section 42 and 43 consultees between 15 March and 23 April 2018. Formal consultation responses were received from a number of organisations, including Network Rail, Highways England, Natural England and the Environment Agency, as well as South Northamptonshire Council, Northampton Borough Council and several parish councils. Summaries of the responses, and how the team has had regard to the comments, is reported in Appendix 49.

Following consultation, acknowledgements were sent to Section 42 consultees that provided feedback and dialogue with consultees continued as appropriate.

During the consultation (27 March 2018), Northampton Borough Council requested an extension to the consultation period from 23 April to 9 May, in order to coincide with a meeting of the Council's planning committee scheduled for 8 May. The Rail Central acknowledged this and responded to explain that the closing of the consultation period could not be delayed; however, the team would endeavour to consider the feedback should it be received at a later date. A similar request was received from South Northamptonshire Council prior to the commencement of consultation (2 February 2018) and a similar response was given, as explained in Section 8.4.5. In each instance, the Applicant felt the response was appropriate and that it fulfilled its statutory requirements, ensuring consultation was open for significantly in excess of the 28-day minimum. Written feedback was received by both NBC and SNC, which the team has had regard to, as explained in Appendix 49.

9.8 Statement of Compliance

As required under Section 42 of the Act, consultation was undertaken with prescribed consultees under the Applications Regulations, local authorities and all identified Section 44 consultees. The Applicant also sought to obtain views of other organisations that were identified because of their knowledge of the local area or a specific environmental topic.

All consultees were supplied with the consultation documents, namely PEI and supporting non-technical summary documents and given 39 days to make a representation.

This Chapter demonstrates that all requirements for summarising the Section 42 consultation responses received during Phase Two statutory consultation and having regard to those responses under Section 49 of the Act have been met.

It can be concluded from an analysis of this information that the comments, views and impacts identified through the Phase Two statutory consultation have influenced the development of the Project, as summarised in Figure 25 below.

Figure 25: Summary of changes following consultation

Theme	How the feedback influenced the development of the Project	Relevant Plan
Occupational health	Introduction of on-site occupational health provision within the planned lorry park amenity facilities. This is a direct response to the comments of the Northamptonshire County Council Public Health Team	Parameters Plan

<p>Highways</p>	<p>Minor extensions to the 'red line' main site boundary (known as the Order Limits) for the A43 access in both a northerly and southerly direction prompted as a result of detailed technical design work;</p> <p>Minor alterations to the red line boundary (known as the Order Limits) highway junctions:</p> <ul style="list-style-type: none"> • A43 / Northampton Rd (Safety Scheme): this change is simply the introduction of additional safety signage to the south of the junction. It was prompted by Highways England, which requested that proposed signage should be replicated on both directions; • A5076 / Upton Way: this extension will allow for the approach road and left turn slip lane to be realigned, avoiding any impact on the bridge. The extension will be entirely within existing highway land, owned by Highways England. 	<p>Order Limits Plan</p>
<p>Landscaping</p>	<p>Introduction of woodland blocks to the east of the Northampton Loop in keeping with wider landscape character. This is a direct response to concerns raised by the local community and South Northamptonshire Council.</p>	<p>Parameters Plan and Green Infrastructure Plan</p>

PART FIVE: STATUTORY CONSULTATION

– SECTION 48

10 Section 48 Consultation

10.1 Introduction

This Chapter of the Consultation Report sets out the activities undertaken by The Applicant to provide the information relevant to Section 48 publicity as required in the Consultation Report under Section 37(7)(a) of the Act and the relevant parts of the DCLG guidance on pre-application consultation.

The Section concludes with a statement of compliance summarising the regard that the Applicant has had to relevant legislation and guidance in carrying out its duties under Section 48.

10.2 Legislative context

Section 48(1) of the Planning Act requires the Applicant to publicise the forthcoming DCO application in the “prescribed manner” in accordance with Regulation 4(2) of the Applications Regulations. Regulation 4 of the Applications Regulations prescribes the manner in which an Applicant must undertake this publicity. Regulation 4(2) sets out what the publicity must entail, including the publishing by the Applicant of a notice, and Regulation 4(3) provides detail of the matters which must be included in that notice.

In developing and publishing the notice, regard must be had to the EIA Regulations and relevant guidance about pre-application procedure. Regulation 11 of the EIA Regulations stipulates that, where the application for development consent is an application for EIA development, the Applicant must at the same time as publishing the notice of the proposed application under Section 48(1), send a copy of the notice to the consultation bodies and to any person notified to the Applicant by the Planning Inspectorate in accordance with Regulation 9(1)(c) of the EIA Regulations.

Guidance provided by DCLG pertinent to Section 48 states that this publicity is an integral part of the public consultation process. Where possible, the first of the two required local newspaper advertisements should coincide approximately with the beginning of the consultation with communities (paragraph [58]).

10.3 The Section 48 notice

10.3.1 Development of notice

The notice was developed in accordance with Regulation 4(3) of the Applications Regulations. This states that the notice must include:

- The name and address of the Applicant
- A statement that the Applicant intends to make an application for a development consent order
- A statement as to whether the application is EIA development
- A summary of the main proposals, specifying the location or route of the proposed development
- A statement that the documents, plans and maps showing the nature and location of the proposed development are available for inspection free of charge at the places (including at least one address in the vicinity of the proposed development) and times set out in the notice
- The latest date on which those documents, plans and maps will be available for inspection (being a date not earlier than the specified deadline)
- Whether a charge will be made for copies of any of the documents, plans or maps and the amount of any charge
- Details of how to respond to the publicity
- A deadline for receipt of those responses by the Applicant, being not less than 28 days following the date of the notice is last published

The notice specified a deadline of 11.59pm on 23 April 2018 by which all responses to be received. The date was not less than 28 days after the final notice was published. This coincided with the close of the both of Section 42 and Section 47 consultations. A copy of the wording of the final notice is provided in Appendix 42 of this Report and includes everything required in accordance with Regulation 413.

10.4 Timing of publication

As noted above, guidance on pre-application consultation notes that Section 48 publicity is an integral part of both Section 42 and 47 consultation. This fed directly into the overall approach to pre-application consultation for the Project.

In accordance with Regulation 11 of the EIA Regulations, publicity under Section 48 occurred in parallel to formal consultation under Section 42 and Section 47 (stage 2) of the 2008 Act. The deadline for the receipt of views on the consultation documents was consistent across Sections 42 and 47 consultation and Section 48 publicity.

The Section 48 notice was published between 1 March and 9 March 2018. A period of significantly in excess of 28 days was therefore provided for responses.

10.5 Publicising the notice

The Applicant must publish a notice, which must include the matters prescribed by paragraph (3) of Regulation 4 of the APFP Regulations, of the proposed application

- (a) for at least two successive weeks in one or more local newspapers circulating in the vicinity in which the proposed development would be situated;
- (b) once in a national newspaper;
- (c) once in the London Gazette and, if land in Scotland is affected, the Edinburgh Gazette; and
- (d) where the proposed application relates to offshore development –
 - (i) once in the Lloyd’s List; and
 - (ii) once in an appropriate fishing trade journal.

The Section 48 notice was published in the following newspapers:

Figure 27: Schedule of newspaper notices

Ref	Publication	Date (first publication)	Date (second publication)
4(2)(a)	<i>Northampton Chronicle & Echo</i> (local newspaper)	1 March 2018	8 March 2018
4(2)(b)	<i>The Guardian</i> (national newspaper)	7 March 2018	N/A
4(2)(c)	<i>London Gazette</i>	9 March 2018	N/A
4(2)(d)	N/A	N/A	N/A

At the same time, the Section 48 notice was issued to all prescribed consultees, in accordance with Regulation 11 of the EIA Regulations.

The notice was also published on the Project website.

Please see Appendix 42 for a copy of the Section 48 notice.

10.6 Consultation materials

A suite of documents was published for consultation under Section 48 of the Act.

The documents included:

- Preliminary Environmental Information Report, Non-Technical Summary and Technical Appendices

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- Draft Planning Statement
 - Parameters Plan and Landscape Masterplan
 - Project Assessments and Reports
 - Project Drawings and Plans
 - Draft Construction and Operational Management Plans
 - Land Plans

Please see Appendix 4 for full list of documents published for consultation.

10.7 Summary of responses received

The Section 48 Consultation took place alongside Section 42 and Section 47 Consultation. Feedback was typically identifiable under one of these other Sections of the Act, rather than Section 48.

We received one letter that was explicitly referenced as a response to the Section 48 Consultation. This was a letter from the Coal Authority, stating that it did not believe it was a consultee under Section 42 of the Act. This correspondence is reported on under Section 42 of this report.

10.8 Statement of Compliance

As required under Section 48 of the Act, the application was publicised to seek views from the general public on the Project.

The statutory consultees were supplied with a copy of the Section 48 notice in accordance with Regulation 11 of the EIA Regulations.

Given that no responses were received specifically to the Section 48 notice, none are summarised in this Chapter of the Consultation Report.

PART SIX: FURTHER CONSULTATION

11 Phase 2a: Localised Consultation

This Section concludes with a statement of compliance summarising the regard that the Applicant has had to relevant legislation and guidance.

11.1 Introduction

Following the Phase Two Consultation, the development proposals were amended and refined in response to engagement with the local community and other consultees and the findings of the technical work undertaken over this same period. A number of these changes responded to opportunities to minimise adverse impacts as a result of the proposed development.

Ashfield Land and Gazeley GLP decided it was appropriate to carry out further targeted consultation to ensure that those potentially affected have an opportunity to review the updated plans and provide their feedback.

Consultation took place on certain aspects of the proposals that have changed since the Phase 2 Consultation. These included:

- A minor amendment to the development zones, which now enable the zones to directly abut the proposed internal estate roads, providing flexibility for access to the individual units;
- A minor realignment of the main A43 Access into the site;
- Zone 3 as previously shown on the Parameters Plan has now been split in to Zones 3a and 3b. In addition, the maximum building heights within Zone 3a (to the north) were reduced from 18.5m to 15m. This was a direct response to concerns raised at Stage Two Consultation regarding visual impact;
- An amendment to the landscape bunds in a direct response to concerns raised at Stage Two Consultation regarding visual impact. The proposals were to:
 - Raise the bund to the north of Zone 1 by 2m and extending it to the north;
 - Raise the bund to the north of Zone 3a by 2m, excluding at the northern tip where it remains as before;
 - Reduce the ground levels in Zone 3a and 3b by 0.5m, and in Zone 4 by 0.35m;
- The relocation of the "building limit" line within Zone 3a. This has been moved slightly, 48m to the west, to allow additional flexibility for the layout of the proposed warehousing;

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- Introducing a zone of flexibility on sections of the main site spine road, both to the east and west of Northampton Road. This zone extends to 20m either side of the current central alignment of the spine road and will provide the necessary flexibility for delivering an alternative alignment at detailed design stage;
 - Introduction of on-site occupational health provision within the planned lorry park amenity facilities. This was a direct response to the comments of the Northamptonshire County Council Public Health Team;
 - Introduction of woodland blocks to the east of the Northampton Loop in keeping with wider landscape character. This was a direct response to concerns raised by South Northamptonshire Council;
 - Minor extensions to the 'red line' main site boundary (known as the Order Limits) for the A43 access in both a northerly and southerly direction prompted as a result of detailed technical design work;
 - Minor alterations to the red line boundary (known as the Order Limits) highway junctions:
 - **A43 / Northampton Rd (Safety Scheme):** this change is simply the introduction of additional safety signage to the south of the junction. It was prompted by Highways England, which requested that proposed signage should be replicated on both directions;
 - **A5076 / Upton Way:** this extension will allow for the approach road and left turn slip lane to be realigned, avoiding any impact on the bridge. The extension will be entirely within existing highway land, owned by Highways England.

The changes were introduced to improve flexibility in the development, support the overall deliverability of the Project and reduce certain impacts in response to consultation.

11.2 Timing of this consultation

The Localised Consultation phase took place between Monday 25 June and Monday 23 July 2018.

Following the end of Localised Consultation, all written comments were reviewed and considered before the plans were finalised and the DCO application was submitted. Evidence that the Applicant had regard for feedback is reported in Appendix 61

11.3 Legislative context

The Localised Consultation was a further stage of formal, statutory consultation, drawing on the Government's guidance on the pre-application consultation process

and the scope of the SoCC, as detailed in the Project's *Phase 2 Report to Inform the SoCC*.

The Applicant ensured the Localised Consultation was proportionate to the extent and scale of the changes. Notifications were appropriately targeted, focusing on those likely to be affected by the changes. The Consultation materials were appropriately clear and concise, ensuring easy accessibility for those wishing to take part. In addition, the scope of the consultation was focused and succinct to aid respondents' understanding of the changes and ability to provide their feedback. A full 28 days were allowed for respondents to provide their feedback.

The proportionate nature of the consultation drew on government guidance, which explained:

"In circumstances where a particular issue has arisen during the preapplication consultation, or where it is localised in nature, it may be appropriate to hold a non-statutory, targeted consultation... A more bespoke approach can be adopted, which may allow developers to respond with more agility to the issue at hand. If adopting this approach, the emphasis should be on ensuring that relevant individuals and organisations are included.

Consultation should also be fair and reasonable for applicants as well as communities. To ensure that consultation is fair to all parties, applicants should be able to demonstrate that the consultation process is proportionate."

Sections 76 and 77, DCLG's *Planning Act 2008: Guidance on the pre-application process*, published March 2015

11.4 Preparation

Details of the scope and nature of the consultation were presented along with the updated plans in a collated **plans pack**, which was published at the start of the Localised Consultation. This pack contained all the materials related to these scheme amendments and refinements that were published for consultation. It comprises the latest versions of the:

- Updated draft parameters plan
- Updated draft green infrastructure plan
- Updated draft illustrative masterplans
- Updated draft illustrative landscape masterplan
- Updated draft highways 'red line' plans (known as the 'Order Limits')

A bespoke **feedback form** was also produced and published at the start of consultation.

Please see Appendix 58 for a copy of the plans pack; appendix 59 for a copy of the feedback form; and Appendix 55 for a copy of an example letter issued to relevant consultees notified of this consultation.

11.5 Undertaking consultation

11.5.1 Notifications

In preparing for the consultation, the Rail Central team took a proportionate approach and issued written notifications to those who it considered would be affected by the changes and modifications being consulted on. This included local residents, relevant technical highways and waterways bodies, landowners and others with an interest in the affected land, and local councils. As such, notifications were issued to Highways England, the Canal & River Trust, the Inland Waterways Association (Northampton Branch) and Blisworth Canal Partnership, as well as South Northamptonshire Council, Northampton Borough Council, Northamptonshire County Council and the eight parish and town councils that cover the areas where changes were made.

In addition, all members of the Local Liaison Group and selected local and relevant councillors at South Northamptonshire Council were notified.

Please see Appendices 55 and 56 for an example letter issued to relevant consultees and people with an interest in the land. Please see Appendix 60 for a copy of the database of recipients.

11.5.2 Consultation materials

The Consultation materials comprised a single plans pack and a feedback form. Please see Appendices 58 and 59 for copies of these.

11.5.3 Consultation methods

Details of the scope and nature of the consultation were presented along with the updated plans in a collated **plans pack**, which was published at the start of the Localised Consultation. A bespoke **feedback form** was also produced and published at the start of consultation.

On 25 June 2018, the Project website was updated with the plans pack, the feedback form and minor text amends to explain the latest round of consultation and how affected parties could take part. An online version of the feedback form was also created and made available to aid respondents in providing their response.

On 25 June 2018, hard copies of the plans pack and feedback were issued with a cover note to key statutory stakeholders, including Highways England, the Canal and River Trust and Northamptonshire County Council. For other relevant consultees being notified as part of this consultation, the covering letter included a link to the

Project website where the plans pack and feedback form could be downloaded. An example copy of this letter is included in Appendix 55.

Also, on 25 June 2018, members of the LLG and selected local and senior councillors at South Northamptonshire Council were emailed information about the Localised Consultation and how they could take part. Furthermore, the changes published for consultation were summarised and reported to members of the LLG as part of the LLG meeting on 17 July 2018. Several parish councils, Stop Rail Central and a representative from SNC attended that presentation.

11.6 Responses received

The Localised Consultation closed at 11.59pm on 23 July 2018. A total of five responses were received and recorded. All responses were recorded, reviewed and considered in the context of the plans.

In addition, there were two requests for hard copies of the plans pack. These were duly supplied by post. A summary of responses is provided below:

Figure 28: Summary of consultation responses received

Respondent	Summary of feedback
Highways England	Noted that it had not received a response to the Phase Two Consultation. Made two comments which sought clarification on what infrastructure is deemed to be part of the highway and which infrastructure is maintained by the Highways England and which is maintained by others.
Historic England	Reported that the changes are likely to further reduce and mitigate the impact on the historic environment and settings of any heritage assets; however, further details in the form of visualisations/photomontages are needed to understand and be sure of the effects. Offered to provide further advice if and when further information is available.
Canal and River Trust	Noted the extension to the red line boundary to the south, citing that works may require access to the Trust's land. Explained that it was reserving its position and stated a desire for further engagement with the Rail Central team to discuss potential land access requirements. In addition, the Trust also responded on the updated proposals for the A5076/A512/Upton Way roundabout, raising a concern over the potential impact on the bridge crossing the Grand Union Canal Northampton Arm. Again, the Trust requested further engagement with the Rail Central team.

<p>Local community</p>	<p>Two residents of Blisworth Arm submitted responses:</p> <ul style="list-style-type: none"> • One respondent did not accept that this was actual consultation and perceived it as just an announcement of ‘some minor adjustments’ to the plans. In addition, the respondent raised general concerns over the Project and forwarded his comments to the Phase One Consultation. • The other resident’s response did not appear to directly relate to the changes being consulted on as part of the Localised Consultation phase. However, the feedback has been considered and is reported in Appendix 60.
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Please see Appendix 61 for a schedule of all written feedback received and an account of how the team had regard to comments.

11.7 Statement of Compliance

Consultation was undertaken with relevant consultees who would potentially be affected by the updated plans. The Applicant sought to ensure all were aware of the consultation and the opportunity to provide their feedback.

All consultees were supplied with background information on the consultation, the feedback timescales, and either a hard copy of the consultation materials or directed to where the materials could be found and invited to request hard copies if required. A total of 28 days was given to make a representation and there was clear information about how to do so.

It can be concluded from an analysis of this information that the Localised Consultation provided affected consultees with an opportunity to provide feedback on the proposals and that feedback obtained was reviewed and considered before the plans were finalised and the application was submitted.

Ultimately, no changes were made to the proposals following this phase of consultation.

12 Post-formal consultation engagement

12.1 Introduction

12.1.1 Explanation of this section

This Chapter of the Consultation Report sets out the non-statutory "informal" engagement that the Applicant has undertaken following its formal consultation activities as prescribed by the 2008 Act and described in previous Chapters in this Consultation Report. This engagement was held to further explore and seek to overcome some of the issues raised during the formal consultation period.

As described in Chapter 6, engaging in consultation throughout the application process and beyond is encouraged in the DCLG guidance on pre-application consultation.

Following Phase Two Consultation, the Applicant ran a phase of localised consultation, known as Phase 2a Consultation. This phase of consultation, and engagement and feedback directly relating to it, are reported on in Chapter 11 of this report.

12.1.2 Stages of post-formal engagement

The Rail Central team continued to engage with stakeholders and local communities throughout the pre-application phases. This Figure details the extent of the post-formal engagement periods:

Figure 29: Stages of formal consultation

Phase	Timings
Post-Phase One Consultation	24 October 2016 – 14 March 2018
Post-Phase Two Consultation	24 April 2018 – submission (excluding 25 June – 23 July Phase 2a Consultation, which is covered in earlier Section of this Report)

12.2 Summary of Non-Statutory Consultation

12.2.1 Local Liaison Group (LLG) updates

In line with the approach that has been taken since early 2016, the Applicant continued to provide regular updates to the group throughout these periods. For example, on 17 July 2018, a meeting was held to provide LLG members with a summary of the feedback from the Phase Two Consultation, update members on the Localised Consultation that was ongoing, provide an update on rail and highways matters, and outline the latest submission timescales. This was presented by

several members of the Applicant team and was well attended by members of the LLG.

Details of all LLG meetings and updates can be found in Chapter 6.4.3 of this Report.

12.2.2 Community newsletters

Throughout the post-consultation period, the Rail Central team continued to keep the community updated at regular intervals through community newsletters, to support wider ongoing stakeholder and LLG engagement. For example, In July 2018, a community newsletter was published, explaining the timetable, outlining the outcomes of the Phase Two Consultation, summarising the main themes of feedback and providing an update on the development of the application, including the Localised Consultation phase. This newsletter was published on the Project website on 31 July 2018, issued to the LLG on 31 July 2018 and distributed to all addresses in the consultation zone in early August 2018. Please see Appendix 62 for a copy of the newsletter.

Further details of the community newsletters can be found in Appendix 62.

12.2.3 Engagement with landowners and others with an interest in the land

Throughout the pre-application period, the Rail Central team continued to engage with landowners and others with an interest in the land required for the Project. This ongoing engagement included identifying additional individuals and organisations with an interest in land, and engaging with directly, including new landowners and those with land required for highways junction work.

Further details of Rail Central's engagement with landowners can be found in Section 9.4.3, which also includes details of additional tranches of consultation letters sent to newly-identified consultees following Phase Two Consultation.

12.2.4 Publicity around submission of the application

During September 2018, the Rail Central team prepared a series of notification emails and media releases to be issued at the time of the submission of the DCO.

At the time of writing, details of the submission are anticipated to be issued to elected-representatives and other local stakeholders (such as MPs, the LLG and local councils) on or around the day of the DCO submission, along with media releases to the local and other press. This is consistent with the proactive approach taken to update stakeholders and others at previous key milestones and is consistent with the project's overall commitment to keeping people informed about the development of the Project and the next steps.

12.2.5 Project communications

Since early 2016, the Project website, project email address and project information line have been maintained and kept live to provide an important conduit to the local community and other stakeholders.

These have remained open throughout, including during the post-formal consultation periods, and the website has been updated at appropriate junctures and key milestones in the Project. The Project Library page of the project website has been periodically updated with new materials and this approach has continued during post-formal consultation periods.

PART SEVEN: CONCLUSION

13 Conclusion

13.1 Conclusion

1. The Applicant carried out a considerable amount of pre-application consultation over several years to inform the development of the Project and the DCO application. The consultation included Phase One Consultation (under Section 47) in 2016; Phase Two Consultation (under Section 42, Section 47 and Section 48) in 2018; and Phase 2a Localised Consultation, also held in 2018. The statutory consultation phases were carried out in accordance with the respective SoCC and the Report to Inform the SoCC.
2. The Applicant would like to thank all those individuals and organisations who took part in the consultation and helped to contribute towards the development of the Project.
3. The breadth and extent of the consultation has ensured there has been considerable awareness and knowledge of the proposals across relevant stakeholder groups and the local community. Technical consultees and local residents were made aware of the plans at an early stage and have been engaged with through the pre-application period via a variety of means, including one-to-one meetings, briefings and presentations, public exhibitions, regular community newsletters, the LLG, direct written correspondence and the Project website. The Project website, information line, Freepost address and email address have been in place since early 2016 and have remained open and widely publicised throughout the pre-application period. This approach has helped to ensure that technical specialists, local authorities, parish councils, residents and others were all well informed, able to take part in informal and statutory consultation and able to influence the proposals.
4. A number of important changes were made to the plans as a direct result of feedback. This is detailed further in chapters 7.7, 8.7, 9.8 and 10.8.