



## Meeting note

<b>Project name</b>	Rail Central (Strategic Rail Freight Interchange)
<b>File reference</b>	TR050004
<b>Status</b>	Final
<b>Author</b>	The Planning Inspectorate
<b>Date</b>	10 August 2018
<b>Meeting with</b>	Womble Bond Dickinson Osborne Clarke
<b>Venue</b>	The Planning Inspectorate's Offices – Temple Quay House
<b>Meeting objectives</b>	Project Update
<b>Circulation</b>	All attendees

### Summary of key points discussed and advice given

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

### Draft application documents feedback

The Applicant confirmed that they had no further comments or questions on the written feedback provided in July 2018 by the Inspectorate on the Applicant's draft application documents, namely the Land and Works Plans, Introduction to the Development Consent Order Application and the Consultation Report. The Inspectorate's feedback to these draft application documents is included at Annex A to this note.

The Inspectorate noted the following regarding these documents:

- Where numerous sheets are provided to show the entire DCO application site, the Applicant must provide a key plan to illustrate the full context of the site as described on the individual sheets. The key plan is not required to be to a specific scale. It was therefore agreed that a key plan would be produced where necessary.
- That a table(s) will be produced within the Consultation Report showing which organisation/party made the comments.
- The Applicant proposes to provide a clean and redacted version of the table/s noted above, in order to satisfy its own GDPR requirements.
- That two hard copies and six electronic copies of the application documentation were required on submission but that additional hard copies may be requested at a later date, should the application be accepted for examination. [Post meeting note - the Inspectorate has agreed that one hard copy can be submitted alongside six electronic copies, however additional hard copies may be requested at a later date, should the application be accepted for examination].

## **DCO drafting and Northampton Gateway Rail Freight Interchange (NGRFI)**

The Inspectorate explained the timescales for the process following submission of an application and explained that the NGRFI Examination is likely to be at an advanced stage by the time the Rail Central SRFI application reaches Examination (if accepted). It is for the relevant Examining Authority (ExA) to decide how to examine the applications. Previous advice still stands that separate ExAs are likely to be appointed for each project and it is highly unlikely that the appointed ExAs would hold conjoined hearings for both projects.

Rail Central has submitted a Relevant Representation (RR) for the NGRFI proposal and therefore will take part in the NGRFI Examination as a registered Interested Party. The Inspectorate noted that if Rail Central wished to bring a matter to the attention of the ExA to consider for the NGRFI project, then the procedure would be to submit this into that Examination and also be aware of the draft Examination timetable to be issued under the NGRFI Rule 6 letter.

Three overlapping areas of the Rail Central and NGRFI schemes were identified:

- Rail alignment;
- Landscaping/ footpaths; and
- The J15a highway works

Regarding the J15a highway works the Inspectorate advised the Applicant, that they clearly outline their intention regarding these works. The Applicant and the Inspectorate discussed the possibility that it may be beneficial for both schemes if a document was produced to explain and illustrate the overlapping interrelationship between these schemes in detail. The Applicant will consider when/if to submit such a document for the ExA's consideration on each project.

The Inspectorate noted that, on some of the more recent National Significant Infrastructure Projects (NSIPs), written representations were requested to be submitted shortly after the Preliminary Meeting for Deadline 1.

Rail Central intends to seek protected provisions in the NGRFI Development Consent Order (DCO).

### **Submission date**

The Applicant confirmed that its intention was still to submit a DCO application in early September 2018.

### **Actions**

The following actions were agreed:

- The Applicant is required to submit a GIS shapefile six weeks before their intended submission date.
- The Inspectorate will send the Applicant a 'warm up' letter outlining their pre-submission duties, such as fees.

**Annex A****Rail Central (Strategic Rail Freight Interchange) Project****The Planning Inspectorate's queries on draft Application documents**

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

**Abbreviations used**

**2008 Act**     *The Planning Act 2008*

**PINS**        *The Inspectorate*

**DCO**         *Draft DCO*

**EM**          *Explanatory Memorandum*

**SoS**         *Secretary of State*

**Q No.**        *Question number*

<b>Draft Land Plans</b>			
<b>Q No.</b>	<b>Land Plan Ref</b>	<b>Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)</b>	<b>Question</b>
<b>1.</b>	<b>1692-7728_001143</b>	<i>Land Plan: Main Site – Key Plan</i>	<p><a href="#">The Planning Act 2008: Application Form Guidance</a>, paragraph 7 states:</p> <p><i>Where any plan consists of three or more separate sheets, the applicant must provide a key plan that shows the relationship between the different sheets.</i></p>

Draft Land Plans			
Q No.	Land Plan Ref	Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)	Question
			<p>The Key Plan produced only shows land parcels required for the Main Site and does not include the Land required for the M1 J15a and/or other highways. The Land parcels required for M1 J15a and other highways are represented on individual sheets; however no Key Plan has been produced to holistically represent all land required for the purpose of the proposed development.</p> <p>The Applicant is reminded to review this guidance as well as Regulation 5(2)(i) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.</p> <p>The application form guidance further states in paragraph 23:</p> <p><i>The main purpose is to identify the land that is required to be used for the proposed development, and land that would be affected by it. The applicant must also use this plan to show any land or rights that will be subject to compulsory acquisition, etc., and any replacement land or special category land.</i></p> <p>The Land Plans as submitted within the Key depicts land shaded pink as "Order Land – New land to be acquired and/or new rights to be created and/or temporary use of land (to be confirmed)"</p> <p>The Inspectorate assumes that the Land plans to be submitted for Acceptance will annotate these land parcels accordingly in terms of "new land to be acquired" (pink), "new rights to be created" (blue, normally) and "temporary use of land" (yellow, normally), in addition any other category land e.g. replacement/special category land.</p>

Draft Land Plans			
Q No.	Land Plan Ref	Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)	Question
			<p>We advise that the internal "red line" boundaries depicting individual land parcels required for the authorised development, should be thinner, to clearly demarcate the plot boundaries.</p> <p>We draw your attention to <b>Q5</b> below regarding the <b>draft Introduction to the Development Consent Order Application</b> document.</p>
2.	1692-7728_001143	Land Plan: Main Site – Key Plan	<p>Taking into consideration Q1 above, the Inspectorate advises that a Key Plan be produced that illustrates all components (Main Site, M1 J15a and Other Highways) of land required for the purpose of the proposed development and that the Legend (Key) be updated accordingly.</p> <p>Upon review of the draft Land Plans submitted, The Inspectorate notes that (x2) sheets have been provided to represent Land required for the Main Site, whilst (x14) sheets have been provided to represent Land required for the M1 J15a and Other highways.</p>
3.	1692-7728_001143	Land Plan: Main Site – Sheet 1 of 2 Land Plan: Main Site – Sheet 2 of 2	<p>Taking into consideration Q1 and Q2 above, The Inspectorate would advise that these Plans be consolidated into a single sheet to show all land required for the purpose of the Main Site.</p> <p>This sheet (Sheet x of 15) should then include "insets" to depict smaller parcels of land, which are hard to identify (possibly due to thickness of internal red line boundaries). The Inspectorate has included Plans (separately) by way of example where it is believed insets are required. These are titled:</p> <p>Land Plan (Plan 1 of 2) (Main SRFI Site)_insets</p>

<b>Draft Land Plans</b>			
<b>Q No.</b>	<b>Land Plan Ref</b>	<b>Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)</b>	<b>Question</b>
			<p>Land Plan (Plan 2 of 2) (Main SRFI Site)_insets</p> <p>It is unclear whether land parcel MS_23 has been duplicated or whether this is a single land parcel? There is also a land parcel between MS_93 and MS_94 that is un-numbered.</p> <p>It is noted that the Key Plan and Sheets 1 to 2 all share the same drawing number; the Applicant is reminded that these Plans should be clearly distinguishable, especially if these "drawing numbers" are used within the DCO (Article 40, Certification of Plans).</p>
	<b>1692-7728_001109</b>	<i>Land Plan: A5076 (west)/ Hunsbury Hill Avenue/Hunsbarrow Road/A5076, Danes Camp Way/Hunsbury Hill Road</i>	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p> <p>Depending on thickness of internal red line boundaries, it may be necessary to include "insets" to identify the full extent of smaller land parcels e.g. HW8_1 &amp; HW2_3</p>
	<b>1692-7728_1117</b>	<i>Land Plan: Tove Roundabout</i>	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p> <p>HW14_1 possibly unnecessarily numbered twice.</p>
	<b>1692-7728_001117</b>	<i>Land Plan: Abthorpe Road and Abthorpe roundabout/A43, Towcester Bypass (north)/Brackley Road/A43, Towcester Bypass (south)</i>	<p>Electronic version was corrupted.</p> <p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p>
	<b>1692-7728_001130</b>	<i>Land Plan: Towcester Road /A5076,Danes Camp Way /A5123, Towcester Road / Mere Way /Tesco Access</i>	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p>

Draft Land Plans			
Q No.	Land Plan Ref	Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)	Question
	1692-7728_1132	Land Plan: A43 South/Northampton Road/ A43 North/ Junction 31	Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.
	1692-7728_001133	Land Plan: A43 (south)/Saint Johns Road (west)/A43 (north)/ Saint Johns Road (east)	Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.
	1692-7728_1135	Land Plan: A5076/ A5123/ Upton Way roundabout (Pineham Park) (Danes Camp Way)	Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.
	1692-7728_001137	Land Plan: M1 J15a	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p> <p>Depending on thickness of internal red line boundaries, it may be necessary to include "insets" to identify the full extent of smaller land parcels e.g. HW2_49 to HW2_52</p>
	1692-7728_001137	Land Plan: Northampton Road/Towcester Road (Sheet 1 of 4)	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p> <p>Depending on thickness of internal red line boundaries, it may be necessary to include an "inset" to identify the full extent of the smaller land parcels numbered HW16_15.</p> <p>HW16_3 possibly unnecessarily numbered twice.</p> <p>As no Key Plan is provided (see further comments below under General), there seems to be overlapping land parcels from Sheet 2 of 4 and therefore unclear, which land parcels are associated to this specific sheet.</p>
		Land Plan: Northampton Road/Towcester	Taking into consideration Q1 and Q2 above, it is possible that this Plan

Draft Land Plans			
Q No.	Land Plan Ref	Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)	Question
		Road (Sheet 2 of 4)	<p>would be identified as Sheet x of 15.</p> <p>As no Key Plan is provided (see further comments below under General), there seems to be overlapping land parcels from Sheet 1 &amp; 3 of 4 and therefore it is unclear which land parcels are associated to this specific sheet.</p>
		Land Plan: Northampton Road/Towcester Road (Sheet 3 of 4)	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p> <p>Depending on thickness of internal red line boundaries, it may be necessary to include an "inset" to identify the full extent of the smaller land parcel numbered HW16_66.</p> <p>As no Key Plan is provided (see further comments below under General), there seems to be overlapping land parcels from Sheet 2 of 4 and therefore unclear, which land parcels are associated to this specific sheet.</p>
		Land Plan: Northampton Road/Towcester Road (Sheet 4 of 4)	<p>Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.</p> <p>As no Key Plan is provided (see further comments below under General), it is unclear where these land parcels are located in relation to the overall highway being Northampton Road/Towcester Road.</p>
		General Note	<p>It is noted that Sheets 1 to 4 all share the same drawing number; the Applicant is reminded that these Plans should be clearly distinguishable, especially if these "drawing numbers" are used within the DCO (Article 40, Certification of Plans).</p>



Draft Land Plans			
Q No.	Land Plan Ref	Extract from Summary Table for Main Site and/or M1 J15a (for ease of reference)	Question
			Furthermore, if the intention is to depict Northampton Road/Towcester Road across 4 sheets, then this must be accompanied by a Key Plan, which should illustrate the necessary "line-cuts" per sheet and depict all land required for the proposed development.
	1692-7728_001049	Land Plan: A5076, Upton Way (south)/ Telford Way/A5076, Upton Way (north)/ Water Tull Way/ Duston Mill Lane	Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.
	1692-7728_001050	Land Plan: A5076, Upton Way (south)/ High Street/A5076, Upton Way (north)/ Duston Mill	Taking into consideration Q1 and Q2 above, it is possible that this Plan would be identified as Sheet x of 15.
	General		It is advised that when the application is submitted for Acceptance, the final names (Drawing Title) correspond with the electronic version provided on USB and that the Electronic Index to be supplied at Acceptance, correspond accordingly.

Draft Works Plans			
Q No.	Work Plan Ref	Extract from Schedule 1: Authorised Development (PART 1)	Question
1.	1692-7728_001143	<i>Works Plan: Main Site – Key Plan</i>	<p><a href="#">The Planning Act 2008: Application Form Guidance</a>, paragraph 7 states:</p> <p><i>Where any plan consists of three or more separate sheets, the applicant must provide a key plan that shows the relationship between the different sheets.</i></p> <p>The Applicant is reminded to review this guidance as well as Regulation 5(2)(j) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009.</p> <p>The application form guidance further states in paragraph 24:</p> <p><i>The purpose of this plan is to set out the proposed positioning of the development and works at the location or locations in the order limits. The applicant may also set out other information on this plan if it so wishes provided that the plan is clear and the approach explained.</i></p> <p>The Key Plan produced only shows Works for the Main Site and does not depict Works for the M1 J15a and/or other highways. The Works illustrated for the M1 J15a and other highways are represented on individual sheets; however no Key Plan has been produced to represent holistically all Works for the purpose of the proposed development and no approach to this separation of Works i.e. Main Site and Highways has been explained.</p>
2.	1692-7728_001143 and 1692-7728_001132	<i>Works Plan: Main Site – Key Plan and Works Plan: A43/Northampton Road/A43 North/Junction 31</i>	<p>Works 14 duplicate – main site (A43 access) hatched orange Works 14 – Highways (A43 South/Northampton Road/A43 North/Junction 31) brown shade with yellow line It appears that the DCO: Schedule 1 only refers to the Main Site</p>

Draft Works Plans			
Q No.	Work Plan Ref	Extract from Schedule 1: Authorised Development (PART 1)	Question
			Works 14 and not the Highways (Works No.14)
3.	1692-7728_001143 and 1692-7728_001137	Works Plan: Main Site – Key Plan and Works Plan: Northampton Road/Towcester Road (Key Plan + Sheets 1 to 4)	Works 15 duplicate – main site (underpass) brown shade Works 15 – Highways (Northampton/Towcester Road: Sheets 1 to 4) yellow shade with brown line It appears that the DCO: Schedule 1 only refers to the Main Site Works 15 and not the Highways (Works No.15)
4.	1692-7728_001143 and 1692-7728_001137	Works Plan: Main Site – Key Plan and Works Plan: M1 J15a Alterations	Works 16 duplicate – main site (primary substation) purple shade Works 16 – highways (M1 J15a) green shade with orange line It appears that the DCO: Schedule 1 only refers to the Main Site Works 16 and not the Highways (Works No.16)
5.		Work No. 10 Within the area of land described on the works plan as Work No. 9 -...	This may be a typo and should instead be referring to Work No. 10? There is no Work No.10 illustrated or depicted within the Key of any Plan or any other Works plan.
6.		Work No. 13 Within the area of land described on the works plan as Work No. 13 -...	There is no Work No. 13 located on any plans.
7.		Work No. 17 Within the area of land described on the works plan as Work No. 17 -...	There is no Work No. 17 located on any plans.
8.	1692-7728_001051	Work No. 18	The description used within Schedule 1 of the DCO does not match the description provided on Works Plan [A43 and Tove Roundabout, Towcester Road/A5 (north)/A43, (northeast)/A5, Watling Street (southeast)]
9.	1692-7728_001117	Work No. 19	The description used within Schedule 1 of the DCO does not match the description provided on Works Plan [Abthorpe Road and Abthorpe Roundabout/A43, Towcester Bypass (north)/Brackley Road/A43, Towcester Bypass (south)]
10.	1692-7728_001133	Work No. 20	The description used within Schedule 1 of the DCO does not match the description provided on Works Plan [A43 (south)/Saint Johns Road

Draft Works Plans			
Q No.	Work Plan Ref	Extract from Schedule 1: Authorised Development (PART 1)	Question
			(west)/A43 (north)/Saint Johns Road (east)]
11.		Work No. 21 <i>Within the area of land described on the works plan as Work No. 21 -...</i>	There is no Work No. 21 located on any plans.
12.		Work No. 22 <i>Within the area of land described on the works plan as Work No. 22 -...</i>	There is no Work No. 22 located on any plans.
13.		Work No. 23 <i>Within the area of land described on the works plan as Work No. 23 -...</i>	There is no Work No. 23 located on any plans.
14.	1692-7728_001049		There appears to be draft plans submitted as Works 30 and 31, which are not described within Schedule 1 of the DCO. The Applicant should consider undertaking a full review of the Plans submitted and the descriptions provided in the DCO to ensure consistency and accuracy.
15.	1692-7728_001137	Works Plan: Northampton Road/ Towcester Road (Key Plan + Sheets 1 to 4) and Works Plan: M1 J15a Alterations	It is noted that the Key Plan; Sheets 1 to 4 of Works 15 and Works 16 all share the same drawing number; the Applicant is reminded that these Plans should be clearly distinguishable.  Furthermore, if the intention is to depict Northampton Road/Towcester Road across 4 sheets, then it will be necessary to include "line-cuts" per sheet and to illustrate the Works for the proposed development.
16.	General		It is advised that when the application is submitted for Acceptance, the final names (Drawing Title) correspond with the electronic version provided on USB and that the Electronic Index to be supplied at Acceptance, correspond accordingly.

Draft Introduction to the Development Consent Order Application			
Q No.	Paragraph/ Section	Extract from Intro to DCO Application (for ease of reference)	Question
1.	1.2	<i>Nationally Significant Infrastructure Projects (NSIPs) are large scale developments (relating to energy, transport, water or waste)...</i>	NSIP include consent for energy; transport; waste; waste water; water; and business and commercial sectors.
		<i>Certain SRFIs of a certain scale and size, such as Rail Central, are defined as a NSIP.</i>	Should this not be reworded: "SRFIs of a certain scale and size..."
2.	1.3	<i>This document provides an accessible guide to the proposed development contained within the DCO application (the Development Proposals), Applicant and Application; its intention is to assist those responsible for reviewing the application documentation.</i>	Should this not be reworded: <i>This document provides an accessible guide to the proposed development contained within the DCO application (the Development Proposals), <del>Applicant and Application</del>; its intention is to assist those responsible for reviewing the application documentation.</i>
			Ensure consistency against suite of documents when making reference to "DCO application (Development Proposals)"
3.	3.2	<i>The SRFI Potential Development Area (the Order Limits) is located in Northamptonshire in the East Midlands region of England, approximately 20km north-west of Milton Keynes and approximately 6km south of Northampton.</i>	What is implied by "potential" development area?  We would assume that the submitted the DCO application will ensure that the Order Limits for the proposed development will be accurate, unless further explanation is provided hereto.
4.	3.15	<i>A series of key parameters which provide certainty over the Development Proposals at the Main SRFI Site are provided in the <b>Parameters Plan</b> (document <b>reference xxx</b>) submitted alongside this DCO application.</i>	Refer to Q2 above, regarding consistent approach across suite of documents where reference is made to the "DCO application".  Similarly paragraphs 6.1, 6.2, 7.1 and other paragraphs within this document.

Draft Introduction to the Development Consent Order Application			
Q No.	Paragraph/ Section	Extract from Intro to DCO Application (for ease of reference)	Question
5.	8.3	The <b>Land Plans</b> (document reference xxx)	<p>There is more than one Land plan submitted, therefore shouldn't the documents reference state "xxx to xxx"?</p> <p>The draft Land Plans as submitted are split into "Main Site", "J15a of the M1 motorway" and "Other highways".</p> <p>For consistency and accuracy of information depicted on these plans, The Inspectorate are of the opinion that section 8.3 should reflect this in more detail. See also Q1 and Q3 above regarding feedback for Land Plans.</p> <p>Regulation 5(2)(i) states that a Land Plan should identify land required for, or affected by, the proposed development.</p>
6.	8.4	<i>Special Category Land Plan</i>	The Inspectorate has not received any Special Category Land Plan, however the Applicant may wish to consider depicting these land parcels onto the Land Plan?
7.	8.5	<i>Works Plan</i>	<p>We would advise the Applicant to review the Inspectorate's comments above for the Works Plan at Q1 – Q4.</p> <p>For the Highways Works Plans are there no limits of deviation? If so, it will be useful to explain this in this section.</p>
8.	8.11	<i>Additional plans, drawings and sections</i>	Would be useful if this could be listed and a brief summary provided for the purpose of the additional plan, drawings and sections.

<b>Draft Consultation Report (CR)</b>			
<b>Q No.</b>	<b>Paragraph/ Section</b>	<b>Extract from CR (for ease of reference)</b>	<b>Comment/Question</b>
<b>1.</b>	<b>General</b>		We note that the document contains a large number of references including "To be updated", "to be added in", "insert xx". We have not had regard to all sections marked as such.
<b>2.</b>	<b>General</b>		Paragraph numbers should be provided.
<b>3.</b>	<b>General</b>		The Applicant should ensure consistent terminology is used throughout the Consultation Report e.g. "the Project" or "Rail Central"; "Planning Act 2008" or "The Act" or "the 2008 Act". We draw attention to the fact that an abbreviation only needs to be written in full once – the first time it is used.
<b>4.</b>	<b>General</b>		It would be helpful if the "Parts" and "Chapters" in the Consultation Report were divided more clearly.
<b>5.</b>	<b>General</b>		The Planning Inspectorate should be referred to as "the Inspectorate" not PINS.
<b>6.</b>	<b>General</b>		The Applicant should ensure consistency in the use of Preliminary Environmental Information throughout the Consultation Report.
<b>7.</b>	<b>General</b>		The Applicant should ensure that the correct EIA Regulations are referenced, together with corresponding Regulations therein.
<b>8.</b>	<b>General</b>		The text refers to both statutory and formal consultation; and non-statutory and informal. To avoid confusion, the Inspectorate advises that 'statutory' and 'non-statutory' only are used.
<b>9.</b>	<b>1.3 consultation phase table</b>		The Inspectorate advises, for avoidance of doubt, that the table makes reference to 'statutory' consultation where relevant.
<b>10.</b>	<b>1.4</b>	Prior to the launch of Phase One statutory consultation in April 2016, the Applicant produced and formally	The Applicant should make it clear here, if consultation with the relevant LAs was undertaken on the updated SoCC.

Draft Consultation Report (CR)			
Q No.	Paragraph/ Section	Extract from CR (for ease of reference)	Comment/Question
		consulted on its Statement of Community Consultation (SoCC), with South Northamptonshire Council, Northamptonshire County Council and Northampton Borough Council. This was updated and published as a fresh version for the Phase Two statutory consultation on 1 March 2018	
11.	Explanatory Text	Pg.12; pps.25-26	<p>We note that Figure 1 in Chapter 2 is "To be updated" however we note discrepancies between the Figure and the text in Chapter 6 – including, but not limited to, a discrepancy between the councils consulted; a discrepancy between whether local MPs are named or not; discrepancies between the dates referred to in the Figure and the Chapter; a discrepancy in style between the dates in the Figure and in the Chapter.</p> <p>In addition, the use of the term 'phases' is slightly confusing. For example Phase One Statutory s47 consultation was undertaken in 2016, however phase One of s42, 42, 44 and 48 were undertaken in 2018 (in accordance with the table on page 12/13); this contradicts with the use of 'phase' in the table on page 23. Also refer to the table in 3.4 which refers to stages instead of phases.</p>
12.	Introduction to the Report – 3.5 Next Steps	"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 PINS, on the merits of the Project."	<p>We advise the following wording to avoid confusion between the relevant representation stage and later written representations.</p> <p><i>This stage allows for people to register as an interested party and submit a <b>relevant</b> representation outlining the principal submissions they intend to make about the application when examination begins.</i></p>
13.	Introduction to the Report –	"PINS website (at <a href="http://infrastructure.independent.go">http://infrastructure.independent.go</a>	<p>The correct details are:</p> <p>The National Infrastructure Planning website at</p>



<b>Draft Consultation Report (CR)</b>			
<b>Q No.</b>	<b>Paragraph/Section</b>	<b>Extract from CR (for ease of reference)</b>	<b>Comment/Question</b>
	<b>3.5 Next Steps</b>	v.uk)"	<a href="https://infrastructure.planninginspectorate.gov.uk">https://infrastructure.planninginspectorate.gov.uk</a>
<b>14.</b>	<b>Introduction to the Report – 3.5 Next Steps</b>	"PINS website (at <a href="http://infrastructure.independent.gov.uk">http://infrastructure.independent.gov.uk</a> )"	The correct details are: The National Infrastructure Planning website at <a href="https://infrastructure.planninginspectorate.gov.uk">https://infrastructure.planninginspectorate.gov.uk</a>
<b>15.</b>	<b>Regulatory Context – 4.2 Relevant legislation and guidance</b>	"The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations).	The Applicant is requested to check the accuracy of this as scoping was carried out in 2015 (and what regard, if any, was had to the 2017 Regulations). Reference is made throughout the Consultation Report to Regulation 10 of the EIA Regs – the Regulation 10 quoted, relates to the 2009 Regulations.  See Q7 above regarding comments on the draft CR.
<b>16.</b>	<b>7.4.2 Consultation methods</b>	Online library of plans and documents	We would advise adding the dates the documents were available.
<b>17.</b>	<b>7.4.3 Public exhibitions schedule</b>		We would advise adding the year to the dates.
<b>18.</b>	<b>7.6.3 onwards</b>		The scheme change column is blank. We advise that a response is provided in each cell.
<b>19.</b>	<b>7.6.3 Highways</b>	Issue 1.25 – Suggestions of flyover over the M1 (1)	The Applicant should indicate what regard it has had to this issue.
<b>20.</b>	<b>7.6.7 Development west of the A43</b>	5.6 – Concern over impact on heritage of area (2)	The Applicant should indicate what regard it has had to this issue.
<b>21.</b>	<b>7.6.9 Environment</b>	7.10 – Loss of trees, hedges, flora (15)	The Applicant should indicate what regard it has had to this issue.
<b>22.</b>	<b>8.4.6 Publication</b>		We would advise that the Applicant is clearer on dates in the last paragraph.

<b>Draft Consultation Report (CR)</b>			
<b>Q No.</b>	<b>Paragraph/ Section</b>	<b>Extract from CR (for ease of reference)</b>	<b>Comment/Question</b>
<b>23.</b>	<b>8.5.2</b>	Online library of plans and documents	We would advise adding the dates the documents were available.
<b>24.</b>	<b>8.5.3 Public exhibitions schedule</b>		We would advise adding the year to the dates.
<b>25.</b>	<b>9.3.1 Prescribed Bodies</b>	"the Applications Regulations 2009 (as amended)"	The Applicant should use the full name of the Regulations.
<b>26.</b>	<b>10.3.1 Development of notice</b>	"the Applications Regulations"	The Applicant should use the full name of the Regulations.
<b>27.</b>	<b>10.5 Publicising the notice</b>	"in accordance with Regulation 11 of the EIA Regulations"	The Applicant is requested to clarify which EIA Regulations.