

Northampton Gateway Environmental Statement

APPENDIX 1.2 Environmental Statement Scoping Opinion Issues and Responses

APPENDIX 1.2 – ES Scoping Issues and responses/actions

Consultee	Scoping suggestion/request	Application action or response
<p>PINS – <i>this advice brought together a range of issues and suggestions including some made by other consultees, including Parish Councils and others.</i></p>	<ol style="list-style-type: none"> 1. The ES should include a section that summarises the site and surroundings, including the context of the proposed development, any relevant designations and sensitive receptors. 2. If a draft DCO is to be submitted, the Applicant should clearly define what elements of the proposed development are integral to the NSIP and which is ‘associated development’ under the Planning Act 2008 (PA 2008) or is an ancillary matter. 3. The ES should include a clear description of all aspects of the proposed development, at the construction, operation and decommissioning stages. 4. The scheme parameters will need to be clearly defined in the draft DCO and in the ES. 5. A comprehensive description of the temporary and permanent access to all sites should be provided within the ES. 6. The application must include an options appraisal of alternatives. 7. Information on construction should be clearly indicated in the ES, including: phasing of the programme; construction methods and activities associated with each phase; siting of construction compounds (including on and off site); lighting equipment/ requirements; details of construction vehicles (both HGVs and staff). An outline Construction Environmental Management Plan (CEMP) should be appended to the ES providing details of specific mitigation measures required to reduce construction related impacts. 	<ol style="list-style-type: none"> 1. A full description, including with regard to the specific areas of land or sites, is included in the ES – in Chapters 1 and 2, but also within topic specific chapters. 2. The draft DCO identifies the NSIP, associated development and ancillary development separately. 3. All ES chapters include consideration and assessment of the operational and construction phases of the Proposed Development. Decommissioning has been considered, although wholesale decommissioning is not likely – the approach is referred to at paragraph 1.2.7 of the ES. 4. The DCO and Parameters Plans define the Parameters and Limits of Deviation. 5. Chapter 12 Transportation, and associated drawings included in the application, respond fully to this request 6. Chapter 2 responds fully to this request. 7. Construction Phasing details, and a draft CEMP are appended to Chapter 2 of the ES. This provides as much information as can be realistically included now, and will be further updated with further details once known though phase specific CEMP documents (secured through proposed DCO Requirements).

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	<p>8. Information on the operation and maintenance of the proposed development should be included and should cover but not be limited to: the phasing programme, if relevant; the number and types of vehicle movements generated during the operational stage or stages, including rail traffic; the number of full/part-time jobs; the operational hours and if appropriate, shift patterns.</p> <p>9. The applicant may wish to consider including a chapter on the effects on utilities given that the project may require the diversion of electricity lines etc. The Applicant's attention is drawn to the comments from Anglian Water.</p> <p>10. The Secretary of State has not agreed to scope Waste out of the ES.</p> <p>11. The ES should describe the height of the bunds relative to the height of the structures being screened. It should also be clear how mitigation proposed in the ES will be secured and delivered.</p> <p>12. The Applicant is strongly advised to seek agreement with Natural England (NE) regarding the adequacy of current information and the timing and scope of any additional surveys required re: Golden</p>	<p>8. This is covered by the Phasing Plans appended to Chapter 2, as well as the details provided by Chapters 3 (socio-economic),12 (transportation).</p> <p>9. Consideration has been given to the issue of Utilities, but a chapter has not been included in the ES – the issue is covered following dialogue with the relevant consultees through protective provisions proposed in the DCO where relevant, and through the Sustainability Strategy to the extent that it considers energy issues. The Main Site will require diversion or relocation of power, water, gas and telecoms infrastructure, and surveys have scoped the extent and likely cost of this work. Details have also been collated with regard to the Bypass corridor and Highways Mitigation Works where utilities infrastructure is also present, albeit with minimal need for works likely. The Bypass is likely to require power lines to be diverted underground. Foul drainage issues are covered by Chapter 7 of the ES.</p> <p>10. Waste issues are covered by Chapter 14 of the ES – this was added to the scope of the ES following the Scoping Opinion responses.</p> <p>11. Bund heights are shown relative to the finished floor levels and max. building heights on the Parameters Plan, and the approach is described in Chapter 2.</p> <p>12. The survey results covering 3 annual winter periods are included in Chapter 5 re: Golden Plover, and have been discussed and agreed with Natural England in the context of</p>

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	<p>Plover. Any mitigation proposals should also, if possible, be agreed with NE and taken into account in the ES.</p> <p>13. The Applicant should consult the Environment Agency (EA) and South Northamptonshire Council to agree the scope and methodology to be used in the Ground Conditions studies. The Applicant should also note that Anglian Water have asked to be consulted over groundwater issues (see Appendix 3).</p>	<p>the SPA. A Statement of Common Ground is being prepared.</p> <p>13. Chapter 6 of the ES confirms that the EA and SNC (and others, including Anglian Water) were consulted regarding ground conditions and ground water issues.</p>
<p>The following contains any additional issues raised by key consultees through the ES Scoping process which are not covered by the PINS Scoping Opinion summarised above:</p>		
<p>South Northamptonshire Council (SNC)</p>	<ol style="list-style-type: none"> 1. Minerals issues should be explicitly considered in the ES. 2. Waste should be included within the scope of the ES. 3. Agree with the position of NCC regarding the need for further on-site archaeological investigations pre-application. 4. The agreement of viewpoints for the Landscape & Visual assessment is critical. 	<ol style="list-style-type: none"> 1. Mineral safeguarding issues are covered in ES Chapter 6. 2. Waste issues are covered by Chapter 14 of the ES – this was added to the scope of the ES following the Scoping Opinion responses. 3. A programme of on-site trial trenching undertaken in response to discussions with NCC to investigate key areas of potential interest. The results of this are reported in Chapter 10. Further trial trenching is proposed prior to any development, secured through proposed DCO Requirements. 4. Viewpoints were agreed with input from SNC.
<p>Northampton Borough Council (NBC)</p>	<ol style="list-style-type: none"> 1. Alternative assessments should include consideration of the location of existing facilities, including DIRFT. 2. The local (draft) planning guidance regarding Air Quality should be taken into account in undertaking the Air Quality Assessment. 3. The cumulative impacts assessment should also take account of: 	<ol style="list-style-type: none"> 1. A range of evidence is provided within the ES (Chapters 2 and 3) and other associated documents, including the Market Analysis Report, and Planning Statement. 2. Chapter 9 provides a full air quality assessment with regard to local as well as national policy considerations. 3. The assessment of cumulative impacts was expanded to

	<ul style="list-style-type: none"> • South of Brackmills SUE in Northampton Borough • DIRFT in Daventry District • Proposed Development at Mere Lane, Bittesby (at Magna Park in Harborough District, Leicestershire) 	<p>consider the South of Brackmills SUE, despite its distance from the Proposed Development. The Transport modelling which informs Chapter 12 takes into account planned and committed growth, and background traffic growth in general. DIRFT is considered through the socio-economic chapter, as well as other application documents e.g. the Market Analysis Report which also considers wider logistics sites and growth. However both DIRFT and Magna Park are too far remote from the site to have direct environmental cumulative effects beyond highways, and are not otherwise considered appropriate in the ES.</p>
Northamptonshire County Council (NCC)	Pre-determination trial trenching should be undertaken to help inform the understanding of any non-designated and buried archaeological remains on the site.	A programme of on-site trial trenching has been undertaken in response to discussions with NCC to investigate key areas of potential interest. The results of this are reported in Chapter 10. Further trial trenching is proposed prior to any development, secured through proposed DCO Requirements.
Environment Agency	Reference to various technical guidance and documents should be made in carrying out the ES with regard to drainage and flood-risk, and contamination.	The ES (chapters 6 and 7) cover these issues, and refer to the relevant standards and guidance from the EA and other sources.
Historic England	Suggest that the advice of NCC informs the approach to the assessment on non-designated heritage assets.	Dialogue with NCC has informed the approach, with a programme of on-site trial trenching undertaken to investigate key areas of potential archaeological interest. The results of this are reported in Chapter 10. Further trial trenching is proposed prior to any development, secured through proposed DCO Requirements.
Highways England	Confirmation of membership of the Transport Working Group (TWG) which affords the opportunity to agree the scope of various technical aspects of the ES and application documents.	No changes.
Buckinghamshire County Council (BCC)	BCC wish to be included in the Transport Working Group (TWG).	BCC was invited but declined the opportunity to join the TWG.