

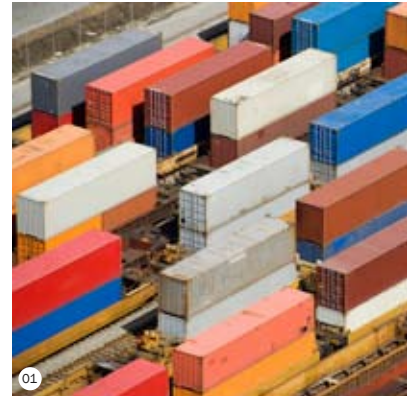


Major Infrastructure Projects

ProLogis Park, Dartford

Client: ProLogis Developments Ltd

NLP secured outline planning permission for a 198,000sqm strategic rail freight interchange at this 63ha site in Erith, within London's Green Belt. NLP advised Prologis on an appropriate planning strategy from scheme inception, directed the evolution of the masterplan, co-ordinated the preparation of two Environmental Statements (and provided technical input for the socio-economic assessments within them). Key to the success of the project, NLP prepared an Alternative Site Assessment, that underpinned the case for development within the Green Belt. NLP presented evidence at the public inquiry. The positive decision from the Secretary of State is seen as a pivotal one for the rail freight industry.



Midpoint Park II

Client: Severn Trent Property

From 2001 NLP advised Severn Trent Property Ltd on the development of Midpoint Park II, Minworth, which comprises 42.35 hectares of land. NLP was successful in promoting the allocation of the Green Belt site for industrial purposes in the Birmingham UDP Alterations (2005). NLP submitted the planning application for 117,000sqm of industrial, storage and distribution development on the site in 2005, which was approved in 2006. The planning application was accompanied by an Environmental Statement which was co-ordinated and edited by NLP who assessed visual and socio-economic impacts.



London City Airport

Client: London City Airport

NLP advised the Airport on planning and economic matters from its original construction in 1986, its expansion to accommodate jet aircraft in 1991, its doubling of air traffic movements in 1996 and substantial air-side improvements in 2001. NLP co-ordinated the Environmental Statements and secured planning permission for each of the developments. NLP gave planning and economic evidence at two public inquiries, where the economic and regeneration benefits of the airport to east London and the Thames Gateway were instrumental in winning planning permission.



Transatlantic Fibre Optic Cable Landing Stations, Land's End, Cornwall

Client: Penwith District Council

With the exponential growth in internet activity, NLP was asked by Penwith District Council to advise on the prospects for further requirements for cable landing stations (c.2,000sqm-3000 sq m each) on the Land's End peninsula. Such cables form part of a global 'ring main' for data transmission and need to cross Heritage Coast and AONB as they pass through Penwith. Guidance on locational criteria and economic contributions was prepared as draft SPG for the Council.

Images from top to bottom:

01 - ProLogis Park, Dartford

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02 - Midpoint Park II

03 - London City Airport © London City Airport

Hutchison 3G Rollout

Client: Hutchison 3G

For six years NLP assisted the mobile phone operator Hutchison 3G (H3G) with their network roll out plans for the North of England. H3G was a new operator and was required to rollout a network from scratch. NLP's role in H3G's network rollout included assistance in the initial site selection; liaison with local planning authorities; consultation with Councillors, residents and stakeholders; and submissions of planning applications and appeals, with success rates above the industry average.

Port of London Authority

Client: Port of London Authority (PLA)

The PLA is the owner of the tidal Thames from the riverbed to the foreshore, controlling and managing activity on the River. NLP assisted the PLA in their role as a key consultee in relation to planning applications along the river, with a view to ensuring that any future development was conducive to continued river based operations. NLP advised the PLA on its strategy for the protection of key riverside sites for the transfer of river based freight and the implementation of their safeguarded wharf policy, as subsequently taken forward by the London Mayor. As part of this role, a member of NLP was placed on secondment at the PLA's offices.

Northern Gateway Deep Sea Container Terminal

Client: PD Teesport

NLP worked closely with PD Teesport and its other consultants to prepare the planning application documents, including the planning statement and Environmental Statement. NLP also organised a three day public consultation event. Outline planning permission was granted April 2007. This major development did not require a public inquiry and in presenting the case it was demonstrated that the scheme provided the opportunity for significant modal shift from road to rail and could be developed without significant environmental consequences and with substantiated benefits for the north east economy.

Daventry International Rail Freight Terminal (DIRFT)

Client: Abbcott Estates PLC and subsequently ProLogis Developments Ltd

NLP has been advising on the development and expansion of DIRFT since 1990. DIRFT is a development comprising industrial and storage and distribution buildings with an integral Intermodal Rail Port which enjoys direct access to the West Coast Main Line for the transfer of goods from road to rail. NLP secured planning permission in 1993 for DIRFT East - a regional agriculture centre, hotel, and distribution and warehousing. Outline planning permission was granted in June 1994 for DIRFT South and Central - a rail freight terminal, industrial and warehousing development. The Rail Port opened in 1997 and became the Country's busiest channel tunnel rail freight terminal in the UK in 2003.

In June 2005 NLP obtained outline planning permission for the expansion of DIRFT and recently secured reserved matters approval for 180,741 sq m (1,945,500 sq ft) of rail connected warehouse, distribution and industrial buildings. NLP co-ordinated the EIA for this proposal.

Public Transport Interchange

Client: Capital Shopping Centres (CSC)

NLP advises CSC (and Liberty International) on town planning matters including those relating to MetroCentre, Gateshead. In association with the Red Mall extension of MetroCentre, NLP achieved permission for a new MetroCentre public transport interchange in 1999. The interchange opened in October 2004. The development included the construction of a dedicated busway, bridging over the Newcastle to Carlisle railway line. The bridge was designed to allow for future provision of an additional railway track into MetroCentre rail station.



Images from top to bottom:

04 - Hutchison 3G Rollout

05 - Northern Gateway Deep Sea Container Terminal © PD Ports

06 - DIRFT

07 - Public Transport Interchange © CSC