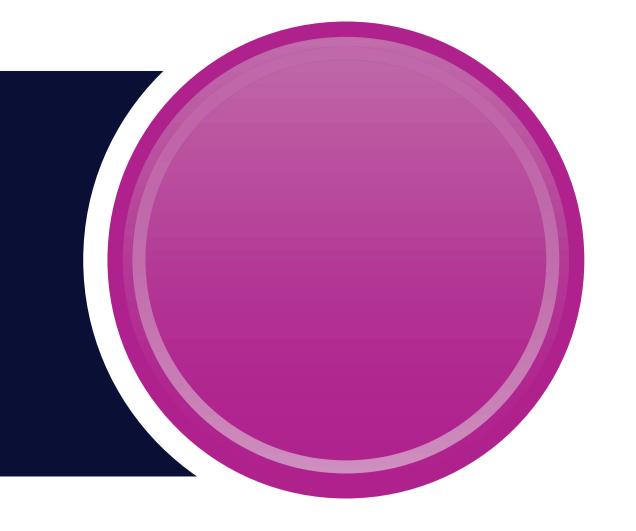
1. Introduction





Purpose and Structure of this Exhibition

This exhibition forms part of the statutory community consultation and engagement activity being undertaken by Roxhill. The intention is to ensure local people are aware of the emerging proposals, and to provide an opportunity for people to provide ideas, comments and any questions. This statutory consultation process follows a series of earlier exhibitions and public meetings held in late 2016. The information displayed on these boards refers to changes made in response to comments and suggestions made by the public or other consultees.

The information provided is informed by the work to date in preparing an Environmental Statement (ES). The ES is not yet complete, but sufficient work has been undertaken to provide information to aid and inform local people who are interested in knowing more about the site and the project. In addition to the information provided here today, draft Environmental Statement chapters have also been published as part of the consultation material.

Later boards included in this exhibition contain information relating to: Landscape and Visual impacts, Ecology, Air and Noise, and Transport and Highways. These and other topics will form the focus of specific chapters within the final Environmental Statement once complete.

Roxhill Developments Ltd ('Roxhill') and SEGRO plc are proposing a Strategic Rail Freight Interchange (SRFI) on land to the west of M1 Junction 15. The proposed SRFI is known as 'Northampton Gateway' and the proposals include a new bypass to the village of Roade to the south as well as a package of highways improvements including at Junction 15, Junction 15A, and on the A508. Roxhill and SEGRO are also currently developing an SRFI at Junction 24 of the M1 in Leicestershire following a Development Consent Order granted in early 2016. The rail terminal and other infrastructure are now under construction.

A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems. It has rail-served warehousing and container handling facilities, and enables freight to be transferred between transport modes (i.e. from lorry to train). An SRFI allows rail to be used to best effect to undertake the long-haul primary trunk journey, with other modes (usually road) providing the secondary, and often final, delivery leg of the journey. As described in the information presented, Government policy is to encourage 'a network' of SRFI's across the UK to help meet economic and environmental opportunities and challenges.

The proposals are for:

- An intermodal freight terminal including container storage and HGV parking, rail sidings to serve individual warehouses, and with the capability to also provide a 'rapid rail freight' facility as part of the intermodal freight terminal;
- Up to 468,000 sq m (approximately 5 million sq ft) (gross internal area) of warehousing and ancillary buildings, with additional floorspace provided in the form of mezzanines;
- New road infrastructure and works to the existing road network, including the provision of a new access and associated works to the A508, a new bypass to the village of Roade, improvements to J15 and to J15A of the M1 motorway, the A45, and other highway improvements at junctions on the local highway network;
- Strategic landscaping and tree planting, including diverted public rights of way;
- Earthworks and demolition of existing structures on the SRFI site.

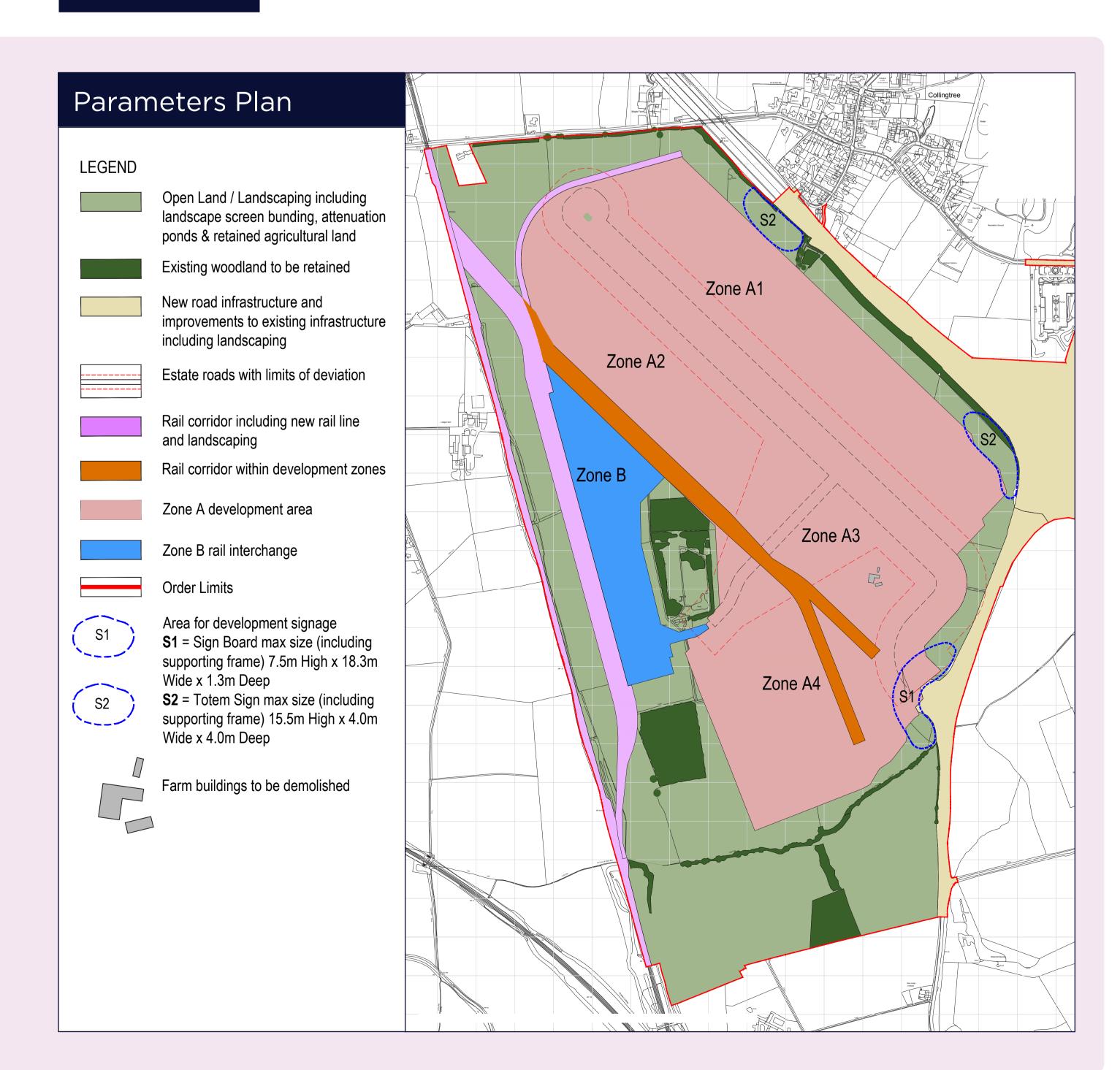
The proposed buildings would each have specific car parking as well as HGV parking and service yards, and as shown on the Illustrative Masterplan buildings located in the southern half of the site (over 60% of the total proposed floorspace) would be served directly by connections to the rail terminal.

Note that this description has been amended slightly since the earlier consultation process in late 2016. In particular, the proposals now include improvements to Junction 15a as well as the significant improvements proposed at Junction 15, as well as and a package of other improvements on the A508 route to the south of the main SRFI site. These additional elements of the proposals are a direct response to the additional transport modelling and assessment work which has been undertaken since early 2017 working with the County Council's Northamptonshire Strategic Transport Model.

Further details about the way the scheme has evolved since the December 2016 public consultation exercise are provided on later Boards (in particular see Board 3).



Context Plan



Nationally Significant Infrastructure Project

Northampton Gateway is a Nationally Significant Infrastructure Project (NSIP). This means that rather than a planning application made to the local authority, an application for a 'Development Consent Order' will be made to the Planning Inspectorate. We expect to submit this during the first quarter of 2018. On formal acceptance of the application the Planning Inspectorate will examine the proposals in detail before making a recommendation to the Secretary of State for Transport who will then formally determine the application.

Further details about the process and timescale are set out on the final board of this exhibition.



Illustrative Masterplan

