

Roxhill is undertaking a further consultation process. This consultation is focused on a very limited number of small-scale changes to the emerging proposals, and is to ensure local awareness of these changes which were made since the recently concluded Stage 2 consultation process.

Roxhill has now undertaken two stages of public consultation – Stage 1 was held in December 2016 - January 2017, and Stage 2 was recently held between October 2017 and November 2017. There is an iterative relationship between the emerging detail of the development proposals, the outcomes of the consultation processes, and the outcomes from the wide-range of technical studies, surveys and assessments being carried out to inform the application.

Comments and ideas received through various means of dialogue and engagement with the local community and other consultees has seen changes and refinements made throughout the process of preparing the development proposals since late 2016. The development proposals have also been amended or refined in response to the findings of the technical work undertaken over this same period to respond to opportunities to minimise adverse impacts, and maximise environmental and other benefits as a result of the proposed development.

The changes since the proposals were last consulted upon are:

- minor changes to some of the highways mitigation works some of which have implications for the extent of land affected close to the A508.

Details are provided on the plan of the Highways Mitigation package included in this leaflet – this information is also available on the project website: www.northampton-gateway.co.uk

Following ongoing detailed design work, a number of the local improvements have been revised and would now require either land from different land owners, or more land, than that shown on the plans. Many of the changes made are in direct response to comments and suggestions made by local people (road-users and residents) during the recent public consultation process.

In addition, in light of specific comments and dialogue with local consultees, Roxhill is also keen to ensure there is awareness of some detailed amendments on the main site - namely:

- making explicit provision for an aggregates terminal within the intermodal terminal area; and
- provision of a secure and dedicated HGV parking area for vehicles and drivers serving the site – not for HGVs in the wider area.

The intermodal rail freight terminal has always been presented as being able to handle a range of freight types. Roxhill is keen to ensure this is understood, and the proposals (see over page, and online) have been amended to include provision for an aggregate freight terminal as part of the intermodal terminal.

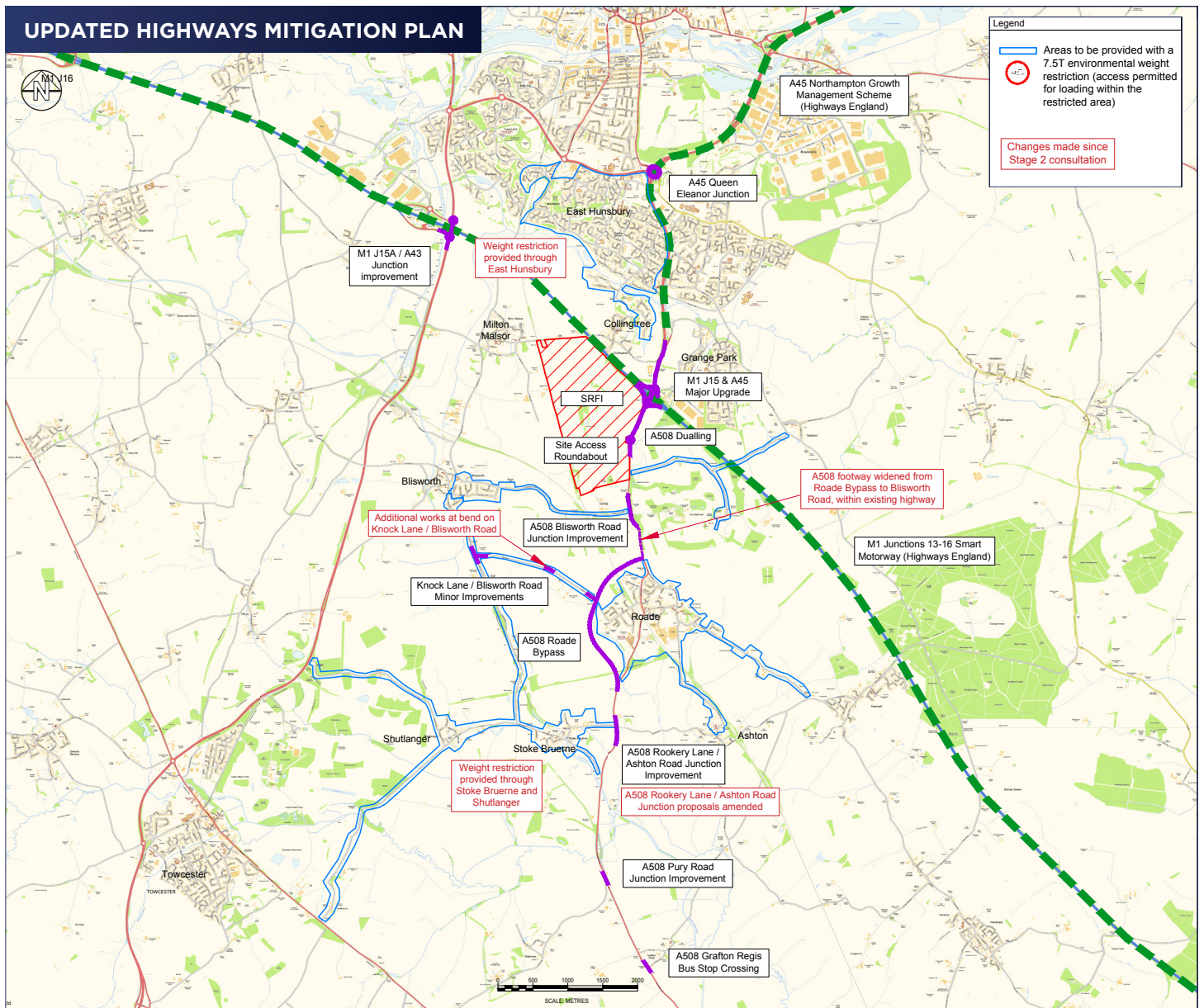
HGV parking has been an explicit feature of the proposals from the outset, and was already referred to in the description of development. HGV parking was to be provided in the form of lay-bys along access roads within the site. However, in light of the specific advice and requirements of the Police, the proposals now include a specific HGV secure parking area with driver welfare facilities. This is in part a direct response to specific interest from an occupier in relocating an expanded rail served aggregates storage and distribution facility at Northampton Gateway.

UPDATED ILLUSTRATIVE MASTERPLAN

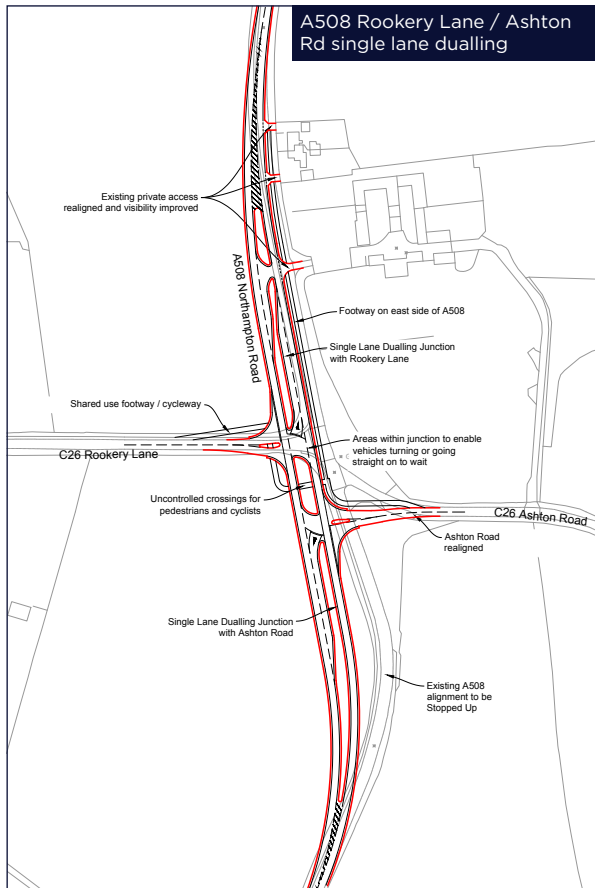


| GROSS INTERNAL AREAS | | |
|-------------------------|----------------------|----------------------|
| | Square ft | (Square m) |
| UNIT 1 | | |
| Warehouse | 500,000 ft² | |
| Office | 30,000 ft² | |
| TOTAL | 530,000 ft² | (49,238 sqm) |
| UNIT 2 | | |
| Warehouse | 515,000 ft² | |
| Office | 30,000 ft² | |
| TOTAL | 545,000 ft² | (50,632 sqm) |
| UNIT 3 | | |
| Warehouse | 653,000 ft² | |
| Office | 30,000 ft² | |
| TOTAL | 683,000 ft² | (63,452 sqm) |
| UNIT 4 | | |
| Warehouse | 790,000 ft² | |
| Office | 40,000 ft² | |
| TOTAL | 830,000 ft² | (77,108 sqm) |
| UNIT 5 | | |
| Warehouse | 510,000 ft² | |
| Office | 37,000 ft² | |
| TOTAL | 547,000 ft² | (50,817 sqm) |
| UNIT 6 | | |
| Warehouse | 660,000 ft² | |
| Office | 35,000 ft² | |
| TOTAL | 695,000 ft² | (64,567 sqm) |
| UNIT 7 | | |
| Warehouse | 1,150,000 ft² | |
| Office | 41,000 ft² | |
| TOTAL | 1,191,000 ft² | (110,648 sqm) |
| FREIGHT TERMINAL | | |
| Offices | 20,000 ft² | (1858 sqm) |
| GRAND TOTAL | 5,041,000 ft² | (468,324 sqm) |

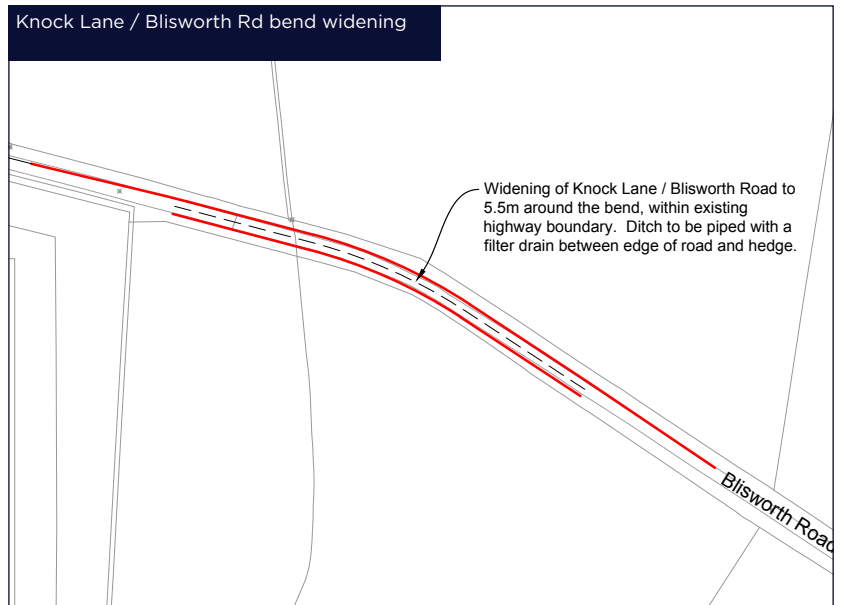
UPDATED HIGHWAYS MITIGATION PLAN



A508 Rookery Lane / Ashton Rd single lane dualling



Knock Lane / Blisworth Rd bend widening





| Location | You said that | So we will |
|---|--|--|
| East Hunsbury | You are concerned about the potential for additional HGVs using Rowtree Road. | Provide a 7.5T environmental weight restriction in East Hunsbury including Rowtree Road, within the area bordered by Towcester Road, Mere Way and the A45. |
| Stoke Bruerne | You are concerned about the potential for additional HGVs through Stoke Bruerne, and in particular past the primary school. | Provide a 7.5T environmental weight restriction through Stoke Bruerne and Shutlanger. |
| Knock Lane / Blisworth Road (Roade) | The road is relatively narrow and you are concerned about additional traffic. | Widen the road around the bend between the two long straight sections of road. This will enable vehicles to pass more comfortably than present at this point where the visibility is reduced due to the bend. This work will take place within the existing highway and does not require additional land outside the highway. |
| A508 Rookery Lane / Ashton Road junction (junction for Stoke Bruerne and Ashton) | Although improvements are welcome in principle, the junction proposal is wrong as it would make it more difficult to turn right out of the minor roads onto the A508 or to go straight on. | Change the junction proposal to provide, a large central area (known as 'single lane dualling'). This will enable drivers turning right from the minor roads, or going straight on, to make the turn in two moves i.e. crossing during a gap in traffic from the right and then turning or crossing during a gap in traffic from the left. |
| | There are no pedestrian or cyclist facilities proposed – how can we cross if there is more traffic? | Provide pedestrian and cycle crossing points over the A508, making use of the large central island. We will also provide a footway on the east side of the A508 along the frontage of the properties. |

These changes are not considered significant in scale, but Roxhill has taken the view that it should make sure they are understood locally.

The amended description of development is now as follows:

- 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 and an aggregates 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;
- A secure, dedicated, HGV parking area of approximately 120 spaces including driver welfare facilities to meet the needs of HGVs visiting the site or intermodal terminal;
- 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 Junction 15 and to J15A of the M1 motorway, the A45, other highway improvements at junctions on the local highway network and related traffic management measures;
- Strategic landscaping and tree planting, including diverted public rights of way;
- Earthworks and demolition of existing structures on the SRFI site.

PROCESS AND TIMETABLE

These changes are to be communicated by letters sent direct to landowners and other consultees, via this leaflet distributed in the vicinity of the proposed development, and on the project website (www.northampton-gateway.co.uk).

Any comments are sought by 2nd Feb 2018.

Comments can be provided by the following means:

- By email to: contact-us@northampton-gateway.co.uk;
- By post to: Northampton Gateway SRFI, PO Box 10570, Nottingham, NG1 9RG