



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

GUIDE TO APPLICATION

DOCUMENT 1.3A

The Northampton Gateway Rail Freight Interchange Order 201X

Regulation No: 5 (2) (q)

GUIDE TO APPLICATION | AUGUST 2018

EVERSHEDS SUTHERLAND

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ROXHILL

The Northampton Gateway Rail Freight Interchange Order 201X

GUIDE TO APPLICATION

**The Infrastructure Planning (Applications: Prescribed Forms and Procedure)
Regulations 2009 (as amended)**

Regulation 5(2)(q)

Eversheds Sutherland

Document 1.3A

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1. INTRODUCTION

- 1.1 This document is provided as a guide to the application made by Roxhill (Junction 15) Limited (the Applicant) to the Planning Inspectorate under Section 37 of the Planning Act 2008 (2008 Act) for a Development Consent Order (DCO) to authorise the construction, operation and maintenance of a rail freight interchange and warehousing on land mainly to the west of Junction 15 of the M1 motorway in Northamptonshire including associated highway works and a new bypass to the north of the village of Roade (the Application).
- 1.2 This guide provides an overview of the proposed development and explains the contents of each of the Application documents submitted.

2. OVERVIEW OF THE PROPOSED DEVELOPMENT

- 2.1 The application seeks consent for the construction, operation, and maintenance of a strategic rail freight interchange (SRFI), including warehousing on land in the vicinity of junction 15 of the M1 motorway in Northamptonshire together with associated highway works and a new bypass to the north of the village of Roade ('the Proposed Development').
- 2.2 The Location Plan (Document 2.12) shows the Order Limits and surroundings. It also identifies the administrative boundaries relevant to the proposals. The entirety of the Proposed Development is within the county of Northamptonshire. The main site and remainder of works to the west of the M1 are in the administrative district of South Northamptonshire and works to the east of the M1 are in the Borough of Northampton.
- 2.3 In summary, the DCO will authorise the construction and operation of:-
- An intermodal freight terminal including container storage and HGV parking, rail sidings to serve individual warehouses, and the provision of an aggregates facility as part of the intermodal freight terminal, with the capability to also provide a 'rapid rail freight' facility ;
 - 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 HGV's 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 Junction 15A of the M1 motorway, the A45, and 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; and
- Earthworks and demolition of existing structures on the main site.

2.4 The inclusion of an aggregates terminal is in response to a specific requirement on the part of GRS (Roadstone) Ltd for such a facility to enable their existing operation to move out of Northampton town centre.

2.5 The location of the principal components of the Proposed Development can most easily be seen on the plan titled 'Components of the Proposed Development' (Document 2.13). They comprise:

(1) The **Main Site** being:

Works Nos 1 – 6 - the SRFI including rail terminal and infrastructure and warehouses

Works No 7 – the A508 SRFI access

These works are most easily understood by referring to:

- the Parameters Plan (Document 2.10) which shows the development parameters with which the development must comply; and
- the Illustrative Masterplan (Document 2.11) which shows one way in which the development might proceed in accordance with those parameters.

(2) The **Bypass Site** or **Bypass Corridor** being **Works No 13** as shown on the relevant Highway Plans (specifically, Documents 2.4D and 2.4E); and

(3) The **Highway Mitigation Works** or **Highway Mitigation Measures** being:

Works Nos 8,9 & 11 – works to Junction 15 of the M1 & the A45 (Document 2.3B); and Junction 15A of the M1 (Document 2.4F)

Works No 12 & 14 - 17 – works to the A508 Corridor (Documents 2.4C and 2.4 F) and Knock Lane (Document 2.4F)

- all as shown on the Highway Plans (Document 2.4).

- (4) **Works No. 10** - the foul drainage sewer and outlet serving the Main Site the detail of which is shown on drawing number NGW-BWB-GEN-XX-SK-C-SK13 Rev P2 contained in Appendix 7.3 of the Environmental Statement (Document 5.2).

2.5. The proposed package of highway mitigation works is most easily seen by reference to the key plan of the highways plans (Document 2.4) and is summarised below:

A508 SRFI access

- Construction of a new roundabout on the A508 Northampton Road to serve as the access to the Development, configured to require all departing HGVs to travel north to M1 Junction 15; and
- Dualling of the A508 carriageway between the new site access roundabout and M1 Junction 15.

Bypass Corridor

- Construction of a new Bypass west of Roade between the A508 Northampton Road to the north of Roade and the A508 Stratford Road to the south of Roade, including a four arm roundabout connecting the Bypass to Blisworth Road;

Highway mitigation works/measures

- Significant enlargement and reconfiguration of M1 Junction 15;
- Widening of the A45 to the north of M1 Junction 15 and the signalisation of the Watering Lane junction;
- Alteration of M1 Junction 15A to provide an additional lane and signalisation on the A43 northbound approach, signal control and additional flared lane on the A43 eastbound approach, an additional lane on the A5123 southbound approach and circulatory carriageway widening;
- 7.5T environmental weight restriction (with access permitted for loading):
 - throughout Roade;
 - along Knock Lane/Blisworth Road between Roade Bypass and Stoke Road;
 - along Blisworth Road (Courteenhall Road) between the A508 and High Street, including parts of Blisworth;
 - along the unnamed road between the A508 and Quinton;
 - throughout Stoke Bruerne and Shutlanger; and
 - Wootton & East Hunsbury, to the west of the A45, east of Towcester Road and south of the A5076.
- Alterations at key locations along the A508 as part of an 'A508 route upgrade'; comprising:
 - Blisworth (Courteenhall) Road junction improvement;
 - C26 Rookery Lane/Ashton Road junction improvement;
 - C85 Pury Road junction improvement;

- C27 Stoke Road/Knock Lane junction improvement and additional widening to Knock Lane/Blisworth Road (although not on the A508, this is required as a result of changing traffic volumes on the A508); and
 - Provision of a pedestrian crossing at a bus stop and ghost island in Grafton Regis.
- 2.6. Further details are provided in the Transport Chapter of the ES (Chapter 12) and associated appendices, including the Transport Assessment (TA) (Appendix 12.1).
- 2.7 For the reasons set out in paragraphs 3.1 to 3.5 and 3.15 to 3.20 below, Works Nos 1 to 7 are considered to be an NSIP and Works Nos 8 to 17 are considered to be associated development, and the draft DCO (Document 3.1) is drafted accordingly.
- 2.8 For a detailed description of the land within the Order Limits and the Proposed Development, see Chapter 2 of the Environmental Statement and Schedule 1 of the draft DCO.
- 2.9 The land required for the development is mainly situated to the west of junction 15 of the M1 motorway in Northamptonshire. It also includes a strip of land (most of which is existing highway) to the east of the M1, a corridor of land to the north of Roade for a new bypass and various smaller parcels of land principally for associated highway works, most of which are existing highway.
- 2.10 The proposals were the subject of three public consultations, as follows:
- Stage 1** – non statutory consultation held from 12 December 2016 to 16 January 2017, whilst not strictly a statutory consultation under sections 42 and 47 of the 2008 Act, the consultation was undertaken in similar manner;
- Stage 2** – statutory consultation under ss 42, 47 and 48 of the 2008 Act held from 9 October to 24 November 2017; and
- Stage 3** – a further consultation was held from 19 December 2017 to 2 February 2018 in respect of specific scheme changes, again, whilst not strictly a statutory consultation under sections 42 and 47 of the 2008 Act, the consultation was undertaken in similar manner.
- 2.11 The details of all consultations are contained in the Consultation Report (Document 6.1). The consultation exercises were carried out in accordance with a Statement of Community Consultation upon which the relevant authorities had been consulted.

3. **NSIP AND ASSOCIATED DEVELOPMENT**

- 3.1 Section 14 of the Planning Act 2008 (as amended) (“the 2008 Act”) sets out the type of projects that are classified as nationally significant infrastructure projects (“NSIP”). Section 14(1)(l) of the 2008 Act refers to “the construction or alteration of a rail freight interchange”.
- 3.2 Section 26 of the 2008 Act sets out the criteria which must be satisfied for the construction of a rail freight interchange to be classified as an NSIP. Section 26(1) advises that a rail freight interchange will only be treated as an NSIP when each of the criteria set out in subsections (3) to (7) are expected to be met.
- 3.3 The authorised development accords with these criteria as the proposed development includes the construction of a new rail freight interchange that will:
- 1) be situated in England and be at least 60 hectares in area (section 26(3)(a) and (b));
 - 2) be capable of handling consignments of goods from more than one consignor and to more than one consignee and at least four goods trains per day (section 26(4)(a) and (b));
 - 3) be part of the railway network in England (section 26(5));
 - 4) include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport (section 26(6)); and
 - 5) not be part of a military establishment (section 26(7)).
- 3.4 The proposed development therefore falls within the definition of a rail freight interchange NSIP as set out in section 26 of the 2008 Act. The main purpose of the order is therefore to authorise the construction and use of the NSIP.
- 3.5 Works Nos. 1 – 7 comprise the NSIP itself, being either components referred to in paragraph 3.3 above or integral to those components. These comprise the development on the Main Site and include the rail infrastructure and terminal, the warehousing and associated facilities, the main site access and structural landscaping,

Highway NSIPS?

- 3.6 Consideration has been given to whether or not any of the highway works might constitute an NSIP in their own right. Whether they do depends on whether the works meet the criteria and thresholds relating to 'highway' NSIPs set out in section 22 of the 2008 Act.
- 3.7 Specifically, the works proposed to J15 and the A45 (Works No. 8) and those proposed to J15A (Works No. 11) have been considered. None of the other works qualify as they are not being carried out on highways for which the Secretary of State or a strategic highways company is the highway authority.
- 3.8 There are three categories of works on highways which may qualify as NSIPs. These are the 'construction', 'alteration' and 'improvement' of such a highway.
- 3.9 There are no new lengths of highway, for which the Secretary of State or a strategic highways company is the highway authority, to be constructed as part of the proposals. For the avoidance of doubt the highway authority for the proposed new Roade Bypass is to be Northamptonshire County Council.
- 3.10 As far as 'alteration' and 'improvements' are concerned, the thresholds are as follows:
- Alteration – NSIP if the area of development relating to a motorway is greater than 15ha; or
- if the area of development relating to an all-purpose trunk road with an expected speed limit greater than or equal to 50mph is greater than 12.5ha; or
- if the area of development relating to other all-purpose trunk road is greater than 7.5ha
- Improvement – NSIP if the improvement is likely to have a significant effect on the environment
- 3.11 In respect of the J15/A45 works (Works No. 8), these works will extend the junction outside of the existing highway boundary and include an element of stopping up and diversion of an existing slip road. The works are therefore considered to be an 'alteration', as defined in the 2008 Act.
- 3.12 The trunk road affected by the works is an all-purpose trunk road expected to have a speed limit greater than or equal to 50mph, as identified on the Speed Limit Plans (Document 2.7). The threshold which applies is therefore 12.5ha. The area of development involved is 9.24ha, below the NSIP threshold. The area of development relating to the motorway is 13.94ha which also is below

the relevant NSIP threshold of 15ha. The works to J15/J45 are not therefore considered to include any NSIPs in their own right.

- 3.13 A plan showing the areas referred to in the preceding paragraph is attached at **Appendix 1** to this document.
- 3.14 In respect of the proposed works to J15A (Works No. 11), these works are modest and wholly within the existing highway and are considered to be an 'improvement'. They do not meet the criteria of an NSIP because they are not considered to have a significant effect on the environment. Were these works to be considered an 'alteration' they would clearly fall well below the applicable threshold. The works to J15A are not therefore considered to comprise an NSIP in their own right.

Associated Development

- 3.15 The draft DCO specifically authorises development which is not part of the NSIP itself but is associated with it, as provided for by section 115(2) of the Act. These comprise Works No.s 8 to 17.
- 3.16 The associated development comprises highway mitigation measures in Works Nos 8 and 9 and 11 to 17 and, in Work No.10, a new sewer and outfall to serve the main site.
- 3.17 Further site-wide works are also referred to in Schedule 1 of the draft DCO relating to matters which are generally associated with the development the precise location of which may not be ascertainable at this stage (such as the location of substations) or the location of which may change (such as temporary concrete batching plants).
- 3.18 All these aspects of the authorised development are considered to be associated development as they each are "*typical of development brought forward*" with the NSIP or "*help address its impacts*". They are "*not an aim in itself*" but are "*subordinate to the principal development*"¹.
- 3.19 The table below sets out in more detail the highway works comprised in each of the Works and the relevant highway drawings and sections:

¹ See paragraph 5(ii) Guidance on associated development applications for major infrastructure projects April 2013

Area of Scheme	Works No.	Highway Plans General Arrangement Document No.	Highway Cross Sections Document No.	Highway Long Sections Document No.
A508 dualling and SRFI access roundabout	7	2.4B & 2.4C	2.4H	2.4N
M1 Junction 15 and A45 (trunk road works)	8	2.4A & 2.4B (alternative layouts on 2.4T & 2.4U)	2.4G	2.4M & 2.4N
M1 Junction 15 and A45 (local road works)	9	2.4A & 2.4B (alternative layouts on 2.4T & 2.4U)	n/a	2.4M & 2.4N
M1 Junction 15A	11	2.4F	2.4K	2.4R
A508 Blisworth Road Junction improvement	12	2.4C	2.4K	2.4Q
A508 Road bypass	13	2.4D & 2.4E	2.4J & 2.4K	2.4P
A508 Rookery Lane / Ashton Road Junction improvement	14	2.4E	2.4L	2.4S
A508 Pury Road Junction improvement	15	2.4F	n/a	n/a
Knock Lane / Blisworth Road	16	2.4F	2.4L	2.4Q
A508 Grafton Regis	17	2.4F	n/a	n/a

3.20 Although there are rail and highway elements included in the proposal it was established at an early stage of pre-application discussions with the Planning Inspectorate that Regulation 6 of the APFP Regulations² was not engaged if none of the rail or highway aspects were NSIPs in their own right.

² Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended)

Nonetheless, the information supplied on the highway and rail plans listed above does in fact contain the information required to satisfy Regulation 6, were it to apply.

Ancillary Matters

- 3.21 The draft DCO also deals with some ancillary matters, that is, provisions not dealing with development.
- 3.22 For example, it seeks powers
- for the purposes of carrying out the authorised development to acquire rights and land pursuant to section 120 of the Act; and
 - powers, under section 120 (3) and (4) and Part 1 of Schedule 5, paragraph 2, to authorise the creation, extinguishment and interference with interests in, or rights over, land (including the stopping up and diversion of public rights of way).
- 3.23 The compulsory purchase powers sought are as set out in the Land Plans (Document 2.1) and Book of Reference (Document 4.3) . These are explained within the Statement of Reasons (Document 4.1).

4. THE APPLICANT

- 4.1 The applicant is Roxhill (Junction 15) Limited (Co. No. 08763104), which is a special purpose vehicle set up to promote and develop Northampton Gateway. It is owned in equal shares by Roxhill Developments Holdings Limited (itself being a wholly owned subsidiary of Roxhill Developments Group Limited) and SEGRO Properties Limited, a wholly owned subsidiary of SEGRO PLC, a FTSE 100 company.
- 4.2 Roxhill also promoted the East Midlands Gateway SRFI (EMG) which was approved in 2016.³ That development is currently under construction, with in excess of £100m of infrastructure funded by Segro. The development plateaus have been created and the highway infrastructure (including a bypass around the village of Kegworth) is under constructions and due for completion by the end of 2018 with the rail terminal and connection due to be completed in mid-2019. A preferred operator has been selected for the rail terminal. The construction of the first warehouses commenced in April 2018.
- 4.3 The experience of the Applicant in the EMG DCO process has informed this Application. The Applicant has tried to address the concerns expressed by the Examining Authority in reporting to the Secretary of State in respect of the early

³ The East Midlands Gateway Rail Freight Interchange Order SI 2016 No.17

provision of the rail infrastructure and opportunity for rail connected warehousing.

- 4.4 Further information on Roxhill and Segro can be located in the Funding Statement (Document 4.2) and also Appendix 2 to the Planning Statement (Document 6.6). Information on GRS (Roadstone) Limited, can be found in Appendix 3 to the Planning Statement.

5. PROJECT TEAM

- 5.1 The table below sets out the Project Team involved in the preparation of the Application, in addition to the Applicant's in house team.

Topic	Entity
DCO Legal	Eversheds Sutherland (International) LLP
Planning/Environmental Statement Co-ordinators/Consultation	Oxalis Planning
Design and Masterplanning	pHp Architects
Transportation	ADC Infrastructure, BWB Consulting and itp
Rail	Victa Railfreight, GB Railfreight and REA
Market Analysis	Gerald Eve LLP and Oxalis Planning
Landscape & Visual	FPCR
Ecology	FPCR
Socio-Economic	Savills
Cultural Heritage	CGMS
Noise and Vibration	Vanguardia
Air Quality	Phlorum
Water, Drainage and Waste	BWB Consulting
Geology	RSK

Topic	Entity
Lighting	Vanguardia
Agriculture	Land Research Associates

6. GUIDE TO APPLICATION DOCUMENTATION

List of Documentation

- 6.1 The Application comprises documents, plans and reports which have been allocated a Document Number. These are listed in the table at **Appendix 2** to this document and the contents explained in more detail in paragraphs 6.2 to 6.7 below.
- 6.2 The list of documents in **Appendix 2** was submitted as a stand-alone document (Document 1.4). That document will be updated from time to time during the course of the Examination with the submission dates and PINS references added.

Explanation of Documentation

6.3 Application Form etc.

- 6.3.1 **Application Form** (Document 1.1) – this is the standard form obtained directly from the Planning Inspectorate.
- 6.3.2 **Letter to Accompany the Application** (Document 1.2)
- 6.3.3 **Guide to Application** (Document 1.3) - this is this document which has been provided to give an overview of the Proposed Development and a summary of the contents of the Application documentation.
- 6.3.4 **Document List** (Document 1.4). The free standing Document List will be updated throughout the Examination of the Application to provide any updated document references and also to include any new documents submitted following acceptance of the Application until the end of the Examination.
- 6.3.5 The Applicant has also provided a **s.55 checklist** to assist the Planning Inspectorate together with the required **Electronic Index**. These are not submitted as formal Application documents and therefore do not have an allocated document number.

6.4 Plans/Drawings/Sections

- 6.4.1 Document series two, as set out on the table above, comprises various plans and drawings which are provided pursuant to Regulation 5(2) of the Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009 (as amended). These are explained below.
- 6.4.2 **Land Plans** (Document Series 2.1) – these plans are provided pursuant to Regulation 5(2)(i) and identify:
- (a) land required for the proposed development;
 - (b) land over which it is proposed to exercise powers of compulsory acquisition and rights to use land; and
 - (c) land to be used temporarily.
- 6.4.3 **Works Plans** (Document Series 2.2) – these plans detail, in accordance with Regulation 5(2)(j), the location of the works and the limits within which the development and works may be carried out. The areas identified on the Works Plans are the areas to which the works described in Schedule 1 of the Development Consent Order relate. The Works Plans also identify limits of deviation. These plans include a plan titled “Works Plans Main Site Composite” (Document 2.2G), provided to enable easy reference between the works areas on the Main Site and the Parameters Plan (Document 2.10).
- 6.4.4 **Access and Rights of Way Plans** (Document Series 2.3) – these plans identify new and altered means of access, stopping up of streets and roads, diversions, extinguishments and creation of rights of way, as required by Regulation 5(2)(k).
- 6.4.5 **Highway Plans** (Document Series 2.4) – these plans comprise general arrangement plans of all the highway works proposed. They are the plans with which the highway works will need to comply, with additional details to be agreed pursuant to the Protective Provisions relating to the highway authorities (Draft DCO Schedule 13, Parts 2 and 3). The key plan for the series (Document 2.4) is also intended to provide a useful overview of the entirety of the development and highway mitigation.
- 6.4.6 **Highway Classification Plans** (Document Series 2.5) – these plans identify the classification of new highways following their completion and are referred to in Article 15 and Schedule 7 of the Draft DCO.

- 6.4.7 **Traffic Regulation Plans** (Document Series 2.6) - these plans identify the classification of new highways following their completion and are referred to in Article 17 and Schedule 9 of the Draft DCO.
- 6.4.8 **Speed Limit Plans** (Document Series 2.7) - these plans identify the speed limits which will applying to altered lengths of highway and new highways following the completion of the relevant works and are referred to in Article 16 and Schedule 8 of the Draft DCO.
- 6.4.9 **Illustrative Rail Terminal Plan** (Document 2.8) - identifies an indicative layout of the rail terminal and its expansion.
- 6.4.10 **Parameters Plan** (Document 2.10) – identifies the parameters with which the proposed development of the Main Site is required to comply applying a ‘Rochdale Envelope’ approach in accordance with PINS Advice Note 9 (April 2012). It is the basis for the environmental assessment of the Main Site. The plan identifies in respect of each zone identified, the maximum and minimum number of units; the maximum development floorspace and the minimum finished floor level and the maximum building height.
- 6.4.11 The number and precise location of the proposed buildings, and their detailed appearance, are not yet known or fixed, and the detail of these will be confirmed in response to occupier requirements following an approval of the DCO. Such details will need to be agreed with the local authority. However, key characteristics and details regarding the proposed buildings are fixed as part of the DCO application process, in addition to the location of the structural landscaping and earthworks which contain the Main Site.
- 6.4.12 The Parameters Plan also identifies the location of the rail terminal, and the parts of the site where the buildings will be developed. As the internal road and rail layout will in part be informed by the final detail of the size and location of buildings, ‘limits of deviation’ are identified to create broader corridors or routes within which the roads and rail connecting to building plots will be located.
- 6.4.13 The Parameters Plan also identifies the buildings to be demolished.
- 6.4.14 **Illustrative Masterplan** (Document 2.11) – this plan is provided to assist in demonstrating a form of development of the Main Site which would comply with the parameters which have been assessed (as shown on the Parameters Plan). It is not the basis for the assessment of the Main Site reflected in the Environmental Statement and it

identifies simply one way in which a development may come forward in conformity with the Parameters Plan.

6.4.15 **Location Plan** (Document 2.12) – sets out the Order limits and identifies the County, District and Parish administrative boundaries.

6.4.16 **Components of Development Plan** (Document 2.13) – this shows the different elements of the proposed development all on one plan, for ease of reference.

6.4.17 **Ease of Reference A3 Plan Bundle** (Document 2.14) – this is an A3 plan bundle which the applicant has provided containing the principal plans required to enable an understanding of the proposals and to which, it is anticipated, most reference is likely to be made by the Examining Authority. It is considered that this will be useful since the correct scale of most of those plans is A1 or A0, and reading plans at those scales is not always practical. These plans are:

- Works Plans Key Plan (Document 2.2)
- Works Plans Main Site Composite Plan (Document 2.2G)
- Illustrative Rail Terminal Plan (Document 2.8)
- Parameters Plan (Document 2.10)
- Illustrative Masterplan (Document 2.11)
- Location Plan (Document 2.12)
- Components of Proposed Development (Document 2.13)

6.4.18 There are some plans provided as part of the Application which do not comply with the scale requirements of Regulation 5(3), because they would not best fulfil their purpose if they were provided in compliance with that scale. They are provided because they are considered as useful aid to an appreciation of the whole development. These are set out in the following table:

Document Number	Plan Title	Drawing Number	Reason for Non-Compliance
2.6C	Traffic Regulation Plan Sheet 3	BWB-LS-DR-C-00153-P1	This is a single plan provided to show the zones created by the 7.5 weight restriction. This is set at a scale of 1:15,000 in order to show all of the zones

Document Number	Plan Title	Drawing Number	Reason for Non-Compliance
			<p>on a single plan as it is considered important to be able to understand the complete effect of these restrictions. The terminal points for the zones are shown on Documents 2.6A & 2.6B (Traffic Regulation Plans Sheets 1 and 2) at a scale of 1:2,500.</p>
2.12	Location Plan	BWB-LS1-XX-DR-C-001-S2-P5	<p>Drawn at a scale of 1:25,000 as this is considered to be the most suitable scale to show the entirety of the Order Limits in the context of the local area, towns & villages and administrative boundaries.</p>
2.13	Components of the Development	BWB-LS1-XX-DR-C-002-P6	<p>Drawn at a scale of 1:25,000 as this is considered to be the most suitable scale to show, on a single plan, how all of the components of the development relate to each other. This plan is provided to aid understanding of the overall scheme.</p>

Document Number	Plan Title	Drawing Number	Reason for Non-Compliance
5.2	Environmental Statement	Various	Given the production of the statutory plans at a compliant scale it is unnecessary for all the plans in the Environmental Statement to be compliant. It would be unnecessarily cumbersome and unhelpful for the reader were they to be so.
6.9	Design and Access Statement	Various	Given the production of the statutory plans at a compliant scale it is unnecessary for all the plans in the DAS to be compliant. It would be unnecessarily cumbersome and unhelpful for the reader were they to be so

6.5 Draft Development Consent Order etc.

6.5.1 **Draft Development Consent Order** (Document 3.1) (DCO) - contains the powers sought by the Applicant to carry out, operate and maintain the development which is described in Schedule 1 of the DCO. It also includes requirements governing the proposed development (in Schedule 2) and Protective Provisions for the protection of various stakeholders (in Schedule 13). It is required to be submitted under Regulation 5(2)(b). The position with regard to the protective provisions included in the submitted draft DCO is as follows:

- **Network Rail** – discussed with lawyers appointed by Network Rail and is in the form of Network Rail standard protective provisions
- **Highways England** – the draft is the latest draft following a response from lawyers representing Highways England to an earlier draft. A response to the latest draft included in the submitted draft DCO is awaited from Highways England. These provisions are not yet in an agreed form.
- **Northamptonshire County Council** – these provisions are as proposed by the Applicant, a response to the draft is awaited from Northamptonshire County Council.
- **Cadent** – this draft is the latest draft following a succession of drafts which have been the subject of discussion with lawyers representing Cadent. There are at an advanced stage of agreement but not yet fully agreed.
- **Anglian Water** – this draft is agreed with Anglian Water.
- **Electricity Undertakers** - these provisions are as proposed by the Applicant, a response to the draft is awaited from Western Power.
- **Electronic Communications** - these provisions are as proposed by the Applicant, a response to the draft is awaited from agents appointed by the two mast operators concerned.

6.5.2 **Explanatory Memorandum** (Document 3.2) - explains the provisions in the DCO setting out their effect and reasoning behind their inclusion. It is required to be submitted under Regulation 5(2)(c).

6.6 **Compulsory Acquisition Information**

- 6.6.1 **Statement of Reasons** (Document 4.1) - the Applicant is seeking varying powers of compulsory acquisition and rights to use land and this document contains details of these powers and the justification for the application of them. This document is required to be submitted under Regulation 5(2)(h).
- 6.6.2 **Funding Statement** (Document 4.2) – this document explains how it is anticipated the development, and specifically any compensation due as a result of the exercise of compulsory acquisition powers, will be funded. This document is also required to be submitted under Regulation 5(2)(h).

- 6.6.3 **Book of Reference** (Document 4.3) - this document identifies the parties who have an interest in the in the Order Limits as well as those who may be entitled to make a “relevant claim” as defined in Section 57 of the Planning Act 2008. This document is required to be submitted under Regulation 5(2)(d).
- 6.6.4 The Book of Reference is in two sections; one relates to land within the District of South Northamptonshire and the other relates to land within the Borough of Northampton. Both sections of the Book of Reference have been divided into five Parts, as required by Regulation 7:
- 6.6.4.1 **Part 1:** This part contains the names and addresses for service of each person within Categories 1 and 2 (as set out in section 57 of the Act) in respect of any land which it is proposed shall be subject to: -
- (a) powers of compulsory acquisition
 - (b) rights to use land; or
 - (c) rights to carry out protective works to buildings.
- 6.6.4.2 **Part 2:** This part contains the names and addresses for service of each person within Category 3 (set out in section 57 of the Act). A person is within Category 3 if the applicant thinks that, if the order as sought by the application were to be made and fully implemented, the person would or might be entitled
- (a) as a result of the implementing the order;
 - (b) as a result of the order having been implemented; or
 - (c) as a result of the use of the land once the order has been implemented,
- to make a relevant claim.
- 6.6.4.3 **Part 3:** This part sets out the names of all those persons entitled to enjoy easements or other private rights over the land which it is proposed shall be extinguished, suspended or interfered with.
- 6.6.4.4 **Part 4:** This part must specify the owner of any Crown interest in the land which is proposed to be used for the

purposes of the order for which the application is being made. There is no such land within the Order Limits and therefore there are no entries in this Part.

- 6.6.4.5 **Part 5:** This part specifies land, the acquisition of which is subject to special parliamentary procedure, which is special category land, or which is replacement land. There is no such land within the Order Limits.

6.7 Other Reports and Statements

- 6.7.1 **Scoping Opinion** (Document 5.1) – this is the scoping opinion given by the Secretary of State in December 2016, provided for ease of reference for interested parties.
- 6.7.2 **Environmental Statement** (“ES”) and its Appendices (Document 5.2) reports the Applicant’s findings and conclusions from the environmental impact assessment undertaken. The Environmental Statement is submitted as required by Regulation 5(2)(a) and includes the Flood Risk Assessment required to be submitted under 5(2)(e), the heritage information required under Regulation 5 (2)(m) and the nature conservation information under Regulation 5(2)(l).
- 6.7.3 The Environmental Statement has been prepared under the provisions of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.
- 6.7.4 The ES comprises the following chapters:
- Chapter 1 - Introduction
 - Chapter 2 - Description of Development and Alternatives
 - Chapter 3 - Socio-Economic Aspects
 - Chapter 4 - Landscape and Visual Effects
 - Chapter 5 - Ecology and Nature Conservation
 - Chapter 6 - Geology, Soil and groundwater
 - Chapter 7 - Water Resources and Drainage
 - Chapter 8 - Noise and Vibration
 - Chapter 9 - Air Quality
 - Chapter 10 - Cultural Heritage
 - Chapter 11 - Lighting
 - Chapter 12 - Transportation
 - Chapter 13 - Agricultural Land Quality
 - Chapter 14 - Waste
 - Chapter 15 - Cumulative Impact

6.7.5 The ES includes extensive Appendices. These include:

- Construction Environmental Management Plan at Appendix 2.1
- Comparative Assessment of Northampton Gateway and Rail Central at Appendix 2.4
- Flood Risk Assessment at Appendix 7.1; and
- the Transport Assessment at Appendix 12.1.

6.7.6 **Non-Technical Summary** (Document 5.3) – this document summarise the conclusions of the ES.

6.7.7 **Consultation Report** (Document 6.1) – this document is required to be submitted under section 37 of the 2008 Act. It details the consultation undertaken by the Applicant before submitting the Application, both formal and informal, including the statutory consultation undertaken pursuant to the Planning Act 2008. It summarises responses received and explains how the Applicant has had regard to those responses in finalising the proposed scheme.

6.7.8 The Consultation Report is structured as follows:

- 1.0 Executive Summary
- 2.0 Introduction

STAGE 1 – NON STATUTORY CONSULTATION

- 3.0 Non-Statutory Consultation
- 4.0 Issues arising and Applicant's response to comments received during Stage 1

STAGE 2 – STATUTORY CONSULTATION

- 5.0 Section 47 (Duty to Consult Local Communities)
- 5.1 Issues arising from Local Statutory (Stage 2) Consultation and the Applicant's responses
- 6.0 Section 42 (Duty to Consult), including Applicant's responses to key issues raised
- 7.0 Section 48 (Duty to Publicise)

STAGE 3 – FURTHER CONSULTATION

- 9.0 Reasons for, and scope of, Further Consultation
- 10.0 Issues arising from (Stage 3) Consultation and the Applicant's responses

11.0 CONCLUSIONS

- 6.7.9 **Statutory Nuisance Statement-** in compliance with Regulation 5(2)(f), the Application includes a statement pursuant to Section 79(1) of the Environmental Protection Act 1990 identifying where the proposals engage one or more of the matters set out in s.79 relating to statutory nuisances. The statement concludes that there are no impacts likely to give rise to a nuisance within the terms of s.79.
- 6.7.10 **Report on European Sites** (Document 6.3A) – this report is required by Regulation 5(2)(g). It confirms that there are not anticipated to be any likely significant effects on any European site.
- 6.7.11 **Heads of Terms – Planning Obligations** (Document 6.4). This document sets out the Applicant’s proposed planning obligations to be secured through agreement with the relevant local planning authorities, South Northamptonshire Council and Northamptonshire County Council. The obligations are subject to discussions with the authorities and will in due course be translated into a s.106 Agreement which will be completed during the course of the Examination.
- 6.7.12 **“Short” Documents** (Document s 6.5A and 6.5B) - are provided for information. They were used as part of the Applicant’s various consultation exercises and show the development proposals at those stages in time. Although elements of the development have changed or been fine-tuned since then, the documents are still considered to be useful summaries of the proposals as at that time.
- 6.7.13 **Planning Statement** (Document 6.6) explains the rationale for the development and includes a detailed explanation of how the development complies with relevant policy, including in particular, the National Networks National Policy Statement (see sections 3 – 5 and Compliance Table in App 3).
- 6.7.14 **Rail Reports** (Document 6.7) – this document collates a number of related rail reports commissioned by the Applicant under cover of a single overarching document with explanatory introduction. These comprise:
- Victa Railfreight - Capacity for additional freight report
 - Victa Railfreight – Operation of the internal layout report
 - GB Railfreight – Capacity Report
 - GB Railfreight – Current and future freight market patterns

- 6.7.15 **Market Analysis Report** (Document 6.8) – this document reviews policy and historical trends as well as the general market dynamics and demand in the logistics sector. It considers the demand for rail freight interchanges and rail served warehousing.
- 6.7.16 **Design & Access Statement** (Document 6.9) – this document explains the design approach that underpins the proposals, principally on the Main Site. It begins with reference to the assessment work that has informed the preparation of the proposals and goes on to explain how the proposals have evolved in response to this work and to consultation. It then explains the key components and main structure of the proposals in terms of the scheme parameters and illustrative masterplan. It outlines the key design requirements that will form part of the detailed design proposals and explains the broad approach to the transport infrastructure that is proposed as part of the scheme. It concludes by outlining the approach to the phasing and delivery of the scheme.
- 6.7.17 **Existing Highway Orders** (Document 6.10) – this document contains copies of the existing highway orders which are proposed to be revoked or amended by the DCO.
- 6.7.18 **Commitments Tracker** (Document 6.11) – this document identifies how the commitments, referred to in the documentation and, particularly the Environmental Statement, are to be secured. This is either by way of compliance with:-
- the limits of deviation (as shown on Works Plans and expressed in Article 4 of the DCO);
 - the Parameters Plan (Document 2.10);
 - requirements contained in Schedule 2 of the DCO; or
 - planning obligations (see Document 6.4).

7. **CONSENTING STRATEGY**

- 7.1 The draft DCO includes the primary consents required to carry out the development. It provides:
- in respect of the Main Site, authorisation subject to compliance with Parameters Plan and approval of certain details by the local planning authority;
 - in respect of the highway works, equivalent to section 278 Agreements under the Highways Act 1980 (Draft DCO Article 44 Schedule 13 (Parts 2 and 3)); and

- in respect of the highway works various orders required to facilitate their construction and operation (Draft DCO Articles 9 to 11 and 13 to 20 Schedules 3,4 and 6 to 9);
- in respect of footpaths and bridleways it includes the orders required to create, stop up and substitute those footpaths and bridleways (Draft DCO Article 12 and Schedule 5);
- the necessary compulsory purchase powers to facilitate the construction and operation of the proposed development (Draft DCO Articles 23 to 38).

7.2 The above provisions in some case require consents or approvals from relevant authorities.

7.3 The requirements set out in Schedule 2 of the Draft DCO require that details of all the development of all elements of the Main Site are submitted to the relevant local planning authority (South Northamptonshire Council) for approval prior to work on those elements commencing. These details include the precise disposition, scale and appearance of the warehousing and details of the rail terminal, all of which must be in accordance with the Parameters Plan.

7.4 Schedule 13 of the Draft DCO also includes provisions with respect to third parties and contain provisions for consents as necessary under those provisions. These include the approval by the relevant highway authorities of the additional details of the highway works, based on the general arrangements shown on the highways plans.

7.5 In addition to the Draft DCO it is intended that a section 106 be entered into in respect of various matters (see paragraph 6.7.10 above and Document 6.4).

7.6 Article 46 of the DCO contains provisions which disapply the need for some additional consents to make use of the “one stop shop” and avoid the need to obtain a separate consent governing the same development. These are explained further in the Explanatory Memorandum (Document 3.2).

7.7 It is anticipated that the additional permits, consents or agreements set out below may also be needed in respect of the construction development and/or operation of the development. These permits/consents or agreements will be dealt with at the appropriate stages of development since they are largely dependent upon finalisation of the detailed designs and construction methodology;

- Agreement with utility providers for supplies

- Building Regulation Approval from South Northamptonshire Council in respect of buildings forming part of the proposals.
- European Protected Species licences for great crested newts and bats
- Licence for work affecting Badgers
- Water Abstraction Licences
- Connection agreement with Network Rail in respect of the connections to the Northampton Loop Line.

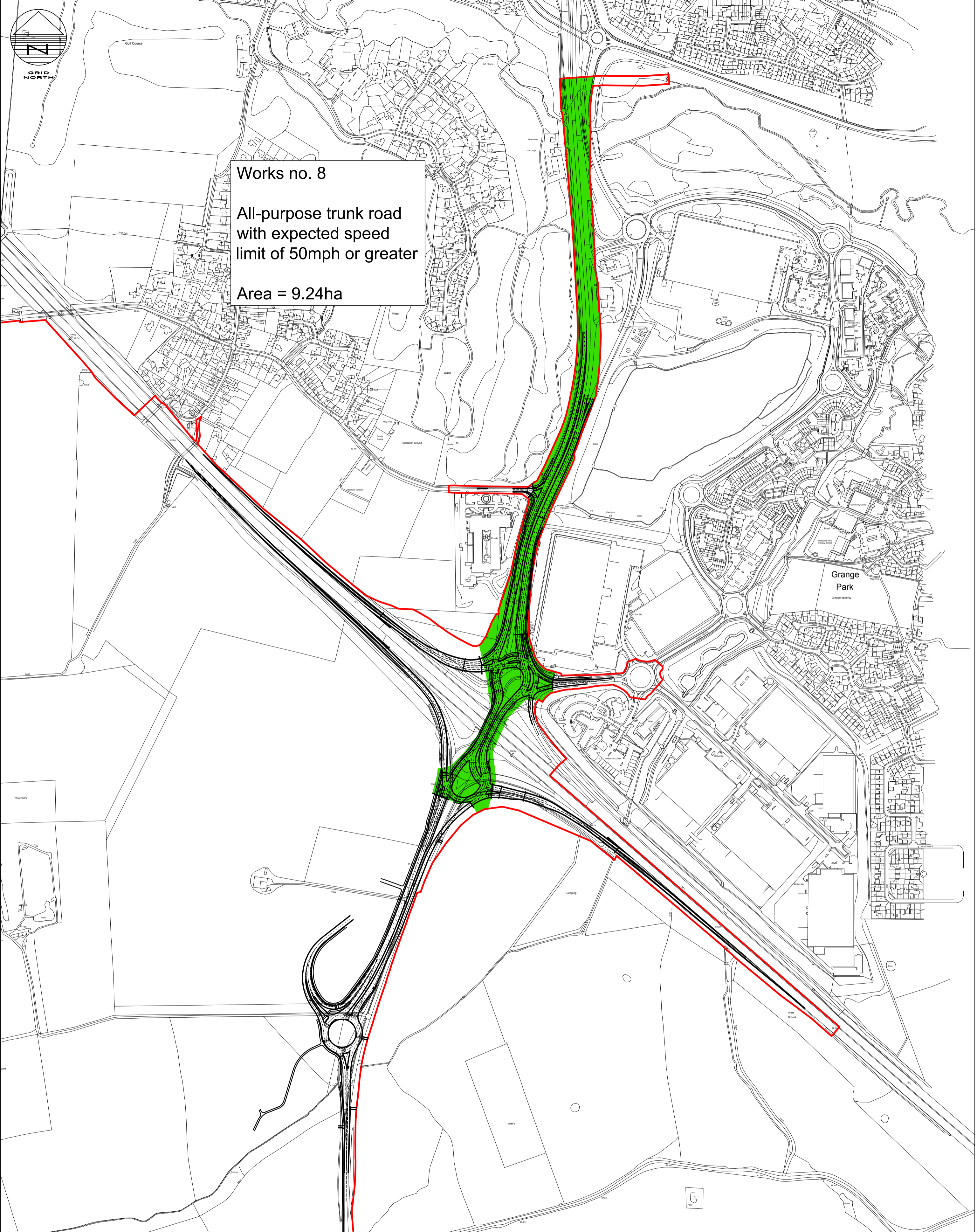
Eversheds Sutherland
August 2018

Appendix 1

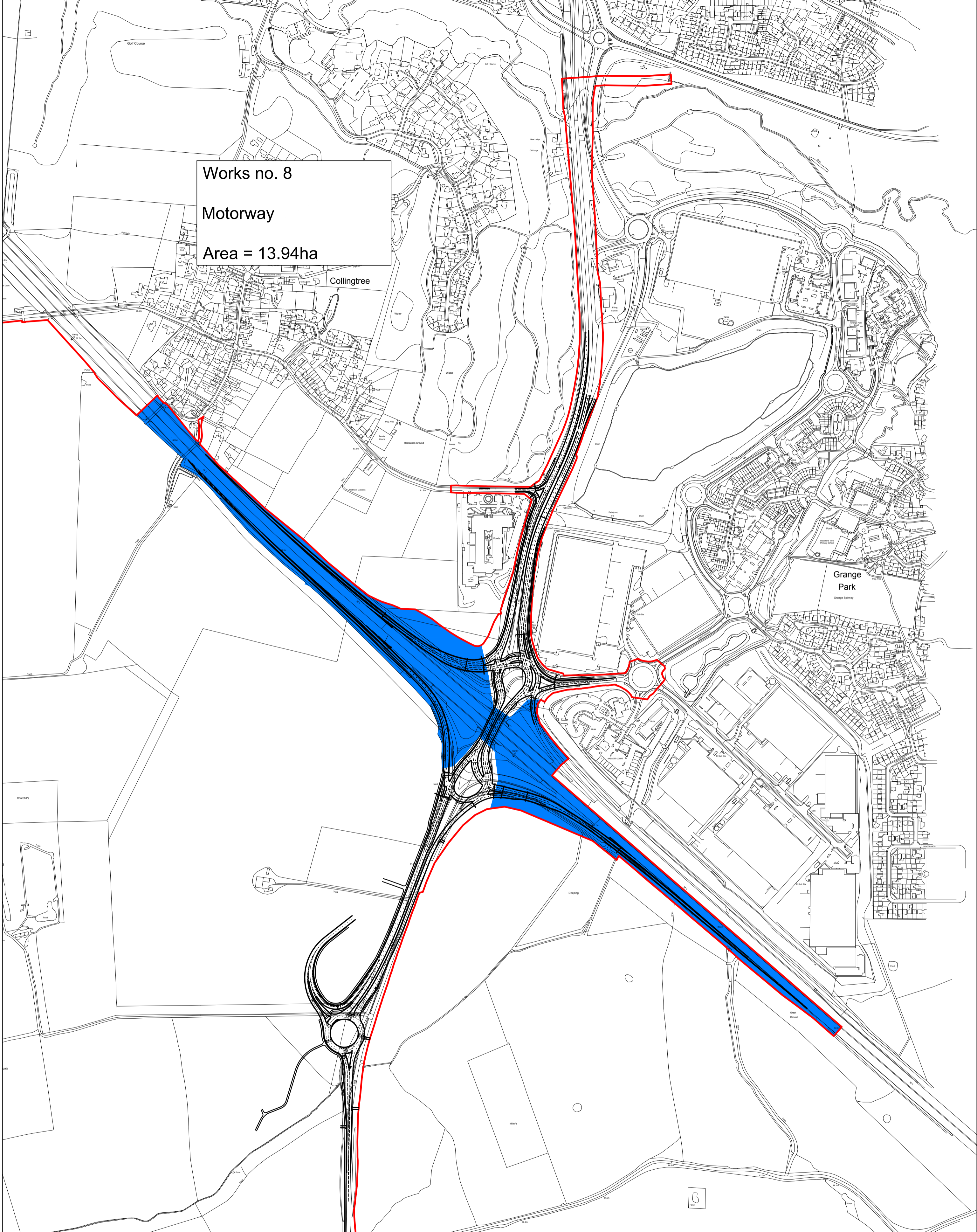
M1 Junction 15 Highway NSIP Assessment

NGW-BWB-GEN-XX-SK-C-SK49 Rev P2

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Works no. 8
 All-purpose trunk road
 with expected speed
 limit of 50mph or greater
 Area = 9.24ha



Works no. 8
 Motorway
 Area = 13.94ha

Notes

- Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
- This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
- All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
- Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

— Order Limits

ISSUES & REVISIONS					
Rev	Date	Details of issue / revision	Drw	Rev	
P1	27.02.18	Preliminary Issue	SRH	SRH	
P2	16.05.18	Updated to final scheme as submission	SRH	SRH	

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Client

ROXHILL

Drawn: S. Hilditch Reviewed: S. Hilditch
 BWB Ref: NTH 2315 Date: 17.02.17 Scale@A1: 1:2000

Project Title

**NORTHAMPTON
 GATEWAY RAIL FREIGHT
 INTERCHANGE**

Drawing Status

FOR INFORMATION

Drawing Title

**M1 JUNCTION 15
 HIGHWAY NSIP
 ASSESSMENT**

Project - Originator - Zone - Level - Type - Role - Number Status Rev

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Appendix 13.2 – Bypass Site Agricultural Soils and Land Quality Report		ES Folder 13
Appendix 14.1 – Operational Phase Waste Calculations		ES Folder 13
Appendix 14.2 – Framework Site Waste Management Strategy		ES Folder 13
Non-Technical Summary	5.3	Folder 6
6. Other Reports/Statements		
Consultation Report	6.1	Separate Folder
Statutory Nuisance Statement	6.2	Folder 6
Report on European Sites	6.3	Folder 6
Heads of Terms – Planning Obligations	6.4	Folder 6
Summary of Proposals and Short Explanatory Document	Document Series 6.5	Folder 7
Planning Statement	6.6	Folder 7

Document/Plan	Document number	Hard Copy Folder Number
Rail Reports	6.7	Folder 7
Market Analysis Report	6.8	Folder 7
Design and Access Statement	6.9	A3 bound and separate from folders
Existing Highway Orders	6.10	Folder 8
Commitments Tracker	6.11	Folder 8
7. Statements of Common Ground		
Highways England	7.1	Folder 8
Northamptonshire County Council (Drainage)	7.2	Folder 8
EA, South Northamptonshire Council, Northamptonshire County Council, Natural England (Geology Soils and Groundwater)	7.3	Folder 8