



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

HIGHWAYS STATEMENT OF COMMON GROUND BETWEEN THE APPLICANT AND NORTHAMPTONSHIRE COUNTY COUNCIL

DOCUMENT 7.5

The Northampton Gateway Rail Freight Interchange Order 201X

Regulation No: 5 (2) (q)

HIGHWAYS STATEMENT OF COMMON GROUND BETWEEN THE APPLICANT AND
NORTHAMPTONSHIRE COUNTY COUNCIL | JULY 2018

www.northampton-gateway.co.uk

ROXHILL

M1J15 NORTHAMPTON GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE

Statement of Common Ground between Roxhill (Junction 15) Ltd and Northamptonshire County Council in relation to highway matters

1. Introduction

- 1.1 This Statement summarises the agreement reached to date between Roxhill (Junction 15) Ltd and Northamptonshire County Council.
- 1.2 Northamptonshire County Council have, with Highways England, formed the Transport Working Group (TWG) that has met regularly since July 2016 with a remit to develop and review the transport modelling, highway mitigation strategy, non-car measures (including the Travel Plan and Public Transport Strategy), road safety, and the Transport Assessment for the above Development. The discussions have at all times been constructive and productive.
- 1.3 The TWG comprises Northamptonshire County Council, Highways England and their Consultant, Aecom, and the Developer Roxhill (Junction 15) Ltd and their Consultants, ADC Infrastructure Ltd, BWB Consulting Ltd, and Integrated Transport Planning Ltd.

2. Development Proposals

- 2.1 The Development will comprise the following inter-related components:-
 - I. An intermodal freight terminal including container storage and HGV parking, rail sidings to serve individual warehouses, and provision of an aggregates facility as part of the intermodal freight terminal, with the capability to also provide a 'rapid rail freight' facility;
 - II. 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;
 - III. 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;
 - IV. 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, and other highway improvements at junctions on the local highway network and related traffic management measures;
 - V. Strategic landscaping and tree planting, including diverted public rights of way;
 - VI. Earthworks and demolition of existing structures on the SRFI site.

3. Basis of Agreement

- 3.1 The following documents have been provided to and reviewed by Northamptonshire County Council.

Document title	Reference	Document ref
Framework Travel Plan	Northampton Gateway Travel Plan 2.7_260218	FTP
Public Transport Strategy	Northampton Gateway Public Transport Strategy FINALDRAFT1.4_140318	PTS
Personal Injury Accident Assessment Technical Note	ADC1475 TNA v2	TNA
TN1: Transport Modelling Methodology	ADC1475 TN1 v2	TN1
TN2: Trip Generation	ADC1475 TN2 v4	TN2
TN2 Addendum: Opening Year Trip Generation	ADC1475 TN2 Addendum v1	TN2A
TN3: HGV Trip Distribution	ADC1475 TN3 v2	TN3
Light Vehicle Trip Distribution	WSP Technical Note: M1 Gateway Trip Distribution (23/06/17)	WSPTN1
TN4: Scope of Highway Design Work	NGW-BWB-HGN-XX-RP-D-01-S3-P6	TN4
TN5: M1 Junction 15	ADC1475 TN5 v5	TN5
TN6: M1 Junction 15A	ADC1475 TN6 v2	TN6
TN7: A45 Queen Eleanor Gyratory and Wootton Interchange	ADC1475 TN7 v3	TN7
TN8: A508 Corridor	ADC1475 TN8 v2	TN8
TN9: Layby Capacity	ADC1475 TN9 v2	TN9
TN10: Impacts North of the M1 including the A45 Corridor	ADC1475 TN10 v4	TN10
TN10 Addendum	ADC1475 TN10 Addendum v2	TN10A
TN11: Impact at Junctions along the A5076 Corridor	ADC1475 TN11 v2	TN11 v1
Walking, Cycling & Horse-Riding Assessment Review: Assessment Report	ADC1475 WCHAR v4	WCHAR1
Walking, Cycling & Horse-Riding Assessment Review: Review Report	NGW-BWB-ENM-XX-RP-C-100-S4-P1	WCHAR2
Road Bypass Options Report	NGW-BWB-HGN-R-RP-D-01-S3-P3	RBOR
NSTM Northampton Gateway Local Model Validation Report	70026370 (30 March 2017)	LMVR1
M1 J15 & J15A VISSIM Model - Local Model Validation Report	LMVR J15_15a Final Version Rev 2	LMVR2
M1 J15 & J15A VISSIM Model - Local Model Validation Report Addendum	M1J15 Local Model Validation Report Addendum (25/04/17)	LMVR2A
VISSIM Modelling Summary – Proposed site access	02664 Northampton Gateway (23/01/2018)	VISSIM2

Stage 1 Road Safety Audit	NGW-BWB-GEN-XX-RP-TR-001_RSA1 Rev2	RSA1
Construction access (main site)	NGW-BWB-GEN-XX-SK-C-SK07-S2-P2	

3.2 The following documents have been provided to Northamptonshire County Council for information as part of the documents provided to the Transport Working Group but fall within Highways England's jurisdiction and hence have not been reviewed in detail by Northamptonshire County Council.

Document title	Reference	Document ref
VISSIM Modelling Summary	02664 Northampton Gateway (23/01/2018)	VISSIM1
Geometric Design Strategy Record - M1 J15 & A45 Improvement, M1 J15A Improvement	NGW-BWB-HGN-XX-RP-D-02-S4-P1	GDSR1

3.3 As part of the Stage 2 Statutory Consultation Northamptonshire County Council were provided with draft versions of the documents and plans listed in the table at para 4.2. These have been reviewed by Northamptonshire County Council and also form part of the basis of agreement.

3.4 The highway mitigation measures comprise the following works:

- I. 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 (DCO document 2.4B);
- II. Dualling of the A508 carriageway between the new site access roundabout and M1 Junction 15 (DCO document 2.4B);
- III. Significant enlargement and reconfiguration of M1 Junction 15 (DCO document 2.4A and 2.4B);
- IV. Widening of the A45 to the north of M1 Junction 15 and the signalisation of the Watering Lane junction (DCO document 2.4B);
- V. 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 (DCO document 2.4F);
- VI. 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 (DCO documents 2.4C and 2.4D);
- VII. 7.5T environmental weight restriction (with access permitted for loading) (DCO document 2.6):
 - a) throughout Roade;
 - b) along Knock Lane/Blisworth Road between Roade Bypass and Stoke Road;
 - c) along Blisworth (Courteenhall) Road between the A508 and High Street, including parts of Blisworth;

- d) along the unnamed road between the A508 and Quinton;
- e) throughout Stoke Bruerne and Shullanger;
- f) Wootton & East Hunsbury, to the west of the A45, east of Towcester Road and south of the A5076.

VIII. Alterations at key locations along the A508 as part of an 'A508 route upgrade'; comprising:

- a) Blisworth (Courteenhall) Road junction improvement (DCO document 2.4C);
- b) C26 Rookery Lane/Ashton Road junction improvement (DCO document 2.4F);
- c) C85 Pury Road junction improvement (DCO document 2.4F);
- d) C27 Stoke Road/Knock Lane junction improvement and Knock Lane widening (although not on the A508, this is required as a result of changing traffic volumes on the A508) (DCO document 2.4F);
- e) Provision of a pedestrian crossing at a bus stop in and ghost island in Grafton Regis (DCO document 2.4F).

3.5 The following financial contributions will also be provided to Northamptonshire County Council:

- £650,000 for improvement schemes at the A45 Queen Eleanor Interchange and at junctions along the A5076, extending between the A45 and A5123; and
- £50,000 for a Knock Lane and Blisworth Road maintenance and minor works fund, to be used in the event that the increased use of the road should advance the need for maintenance or other remedial works.

3.6 The highway mitigation measures listed at para 3.4 would be phased as follows:

Stage of Development/Trigger	Para 3.4 Ref	Description
To be completed prior to the occupation of the first warehouse to be occupied	I & II	Site access roundabout and A508 dualling
	III & IV	M1 Junction 15 & A45 Improvement
	VII(d)	Environmental weight restrictions along the unnamed road between the A508 and Quinton
	VII(f)	Environmental weight restrictions in Wootton & East Hunsbury
To be completed and open to traffic within two years of occupation of the first warehouse to be occupied	VI	A508 Roade Bypass
To be completed and open to traffic prior to the opening to traffic of the A508 Roade Bypass	VII(a)	Environmental weight restrictions throughout Roade
	VII(c)	Environmental weight restrictions along Blisworth Road
	VII(e)	Environmental weight restrictions along throughout Stoke Bruerne and Shullanger
	V	M1 Junction 15A
	VIII(a)	A508 / Blisworth Road junction improvement

	VIII(b)	A508 / Rookery Lane / Ashton Road junction improvement
	VIII(c)	A508 / Pury Road junction improvement
	VIII(d)	Knock Lane / Blisworth Road improvements
	VIII(e)	A508 Grafton Regis improvements

It is agreed that:-

- 3.7 As requested by the Highway Authorities, at a strategic level the highway effects of the proposed Development have been modelled using Northamptonshire County Council's transport model, known as the Northamptonshire Strategic Transport Model (NSTM2). The model is maintained by WSP on Northamptonshire County Council's behalf, and WSP have independently undertaken all strategic transport modelling using inputs as agreed with the TWG.
- 3.8 The NSTM2 provides an appropriate basis for the cumulative impacts of the proposed Development in combination with other defined committed and allocated land uses and infrastructure schemes to be assessed. Both the baseline and forecast NSTM2 models are approved as fit for assessing the proposed Development traffic impacts.
- 3.9 The assessment of the Development traffic highway impact using the NSTM2 is robust as no account of the reduction in Development traffic due to the Travel Plan and Public Transport Strategy has been taken.
- 3.10 The documents and plans in the tables in para 3.1 have been prepared in accordance with relevant standards and/or methodologies agreed by Northamptonshire County Council. Together they represent a fair and reasonable assessment of the impact of the Development on the highway network and they utilise the appropriate assessment methodology, trip generation, light and HGV traffic distribution and assignment. They conclude by defining the highway mitigation measures summarised in paras 3.4 and 3.5 that are agreed as appropriate and necessary to mitigate the impacts of the Development.
- 3.11 The phasing of the highway mitigation measures in the table at para 3.6 is agreed.
- 3.12 Northamptonshire County Council supports the proposed highway mitigation strategy, including the provision and route of the Roade Bypass.
- 3.13 The documents and plans in the tables at para 3.1 also cover walking, cycling, public transport, soft measures (such as the provision of a Travel Co-ordinator), and public rights of way and demonstrate that the Development can be accessed in a sustainable manner, and that impacts on non-motorised users would be mitigated.
- 3.14 The design of the highway mitigation measures, in so far as they relate to works which fall under the jurisdiction of Northamptonshire County Council, have been advanced to a sufficient stage to confirm that they are implementable, with only matters of detail to be agreed in accordance with the protective provisions set out in the DCO.
- 3.15 Parking will be provided at the main site in accordance with Northamptonshire County Council's adopted parking standards (September 2016).
- 3.16 The highway mitigation measures are required to provide satisfactory access to the proposed Development and to accommodate the traffic reassignment effects resulting from the impact of the Development traffic and highway mitigation works.
- The highway works also release existing constraints on the A508, M1 and A45 corridors.

- Existing traffic is drawn back onto the principal and strategic road networks, particularly the A508 due to the combined effects of the Roade Bypass, A508 route upgrade, and M1 Junction 15 improvement works. In doing so, traffic flows on many of the local roads and villages surrounding the Development is predicted to reduce.
- Northamptonshire County Council has a long held aspiration to address the existing constraints on the A508 corridor, including the provision of a bypass for Roade. The proposed Development would assist with delivering these aspirations and as such would contribute positively to the enhanced operation of the highway network.

3.17 Northamptonshire County Council agrees that subject to the satisfactory securing of the highway mitigation strategy and the associated mitigation to be delivered by the Travel Plan and Public Transport Strategy, there would be no significant adverse residual highway impacts associated with the Development. The proposals will alleviate existing/future capacity issues at a number of junctions, hence the County Council has no objection to the application in relation to highway matters and, as indicated above, believes the mitigation works would contribute positively to the enhanced operation of the highway network.

4. Areas of ongoing consideration of highway assessment

4.1 The Transport Assessment summarises and brings together in one place the submitted documents, which together with the ES Transport Chapter support the DCO for the Development. The documents listed in the table below have not been fully reviewed by Northamptonshire County Council at this stage and it is anticipated that an addendum to this statement will be prepared in due course to confirm that these documents accord with the agreement already reached.

Document	Reference
Final Transport Assessment	TA
Final ES Transport Chapter	ES Chapter 7
Stage 1 Road Safety Audit Response Report	RSARR1

4.2 The geometric design, as set out in the Geometric Design Strategy Record (GDSR2) and shown on the Highway Plans, has been reviewed in detail by Northamptonshire County Council and, whilst Northamptonshire County Council are in agreement to the overall scheme proposals, the documents and plans listed in the table below are subject to final review and capacity assessment checks by Northamptonshire Council County. It is anticipated that an addendum to this statement will be prepared in due course to confirm that agreement has been reached.

Document	Reference
Geometric Design Strategy Record - A508 Route Upgrade	GDSR2
Works Plans	DCO documents 2.2, 2.2A to 2.2F
Access and Rights and Way Plans	DCO documents 2.3, 2.3A to 2.3F
Highway Plans	DCO documents 2.4, 2.4A to 2.4S
Highway Classification Plans	DCO documents 2.5, 2.5A to 2.5D
Traffic Regulation Plan	DCO document 2.6, 2.6A and 2.6B
Speed Limit Plans	DCO document 2.7, 2.7A to 2.7D

5. **Wider issues**

5.1 At a strategic level NCC recognises the substantial benefits of the scheme in terms of economic investment, job creation and productivity, both through the on-site investment and introduction and growth of new businesses but also through the investment in local infrastructure which will have wider benefits for the local economy. It is also agreed that the scheme will contribute to the drive to a more sustainable economy by encouraging a shift in the way goods are moved across the UK.

Dated:

30/7/18

Signed

..... 

On behalf of Roxhill (Junction 15) Ltd

Name... GRAHAM PEARCE Position... MANAGING DIRECTOR

Signed



On behalf of Northamptonshire County Council

Name: Chris Wragg

Position: Transportation and Development Manager