

**From:** Andrew Bodman [mailto: [REDACTED]]  
**Sent:** 18 October 2018 15:46  
**To:** Northampton Gateway  
**Subject:** Written Questions

Dear Ms Mignano

My registration number is 20011120

I am replying to two written questions which were part of the list provided by the Planning Inspectorate on 17th October in relation to the Northampton Gateway SRFI. The questions were Q.1.4.2 and Q.1.10.14.

Each response is provided within an attached file.

Kind regards

Andrew Bodman

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[REDACTED]  
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## Response to Q.1.4.2.

It is difficult to see how the proposed Northampton Gateway site is capable of sustainable development. It would be bounded on its west side by rail lines. It would be bounded on its north side by Collingtree Road, and on its northeast and east sides by the M1 and A508 respectively. The only expansion area would be to the south of the site and that would not be substantial. It would appear that any further warehouse development, if it were possible, would not be rail connected. Therefore, without major expansion capability, it is questionable whether the site may be considered sustainable (future-proofed) in the long term.

Furthermore, the site has been designed to be capable of handling trains up to a maximum length of 775 meters. A recent study conducted by MTRU on behalf of the Campaign for Better Transport<sup>[17]</sup> stated that freight trains of 1,000-meter length would provide several advantages to generate further mode shift from road to rail. The Chartered Institute of Logistics and Transport recently responded to the National Infrastructure Commission's call for evidence on Freight<sup>[18]</sup>.

*Bigger Trains - longer trains (minimum 750m, with a target of 1000m - France is experimenting with 1500m trains) and heavier trains (3500t minimum, with a target of 4000t) allow better use of capacity and make rail more efficient and thus more competitive.*

This was in response to the question *How could new technologies be utilised to increase the efficiency and productivity of UK freight?* This is a second reason why the proposed Northampton Gateway site would not be sustainable (future-proofed), as it has not been designed with the capability to handle future trains 1,000 meters long.

It would be appropriate to point out that the warehouses which will be directly rail served will not be able to accommodate 775 metre length trains. The maximum length they will be able to handle will be 520 metres<sup>[19]</sup>. This will require trains to be split and handled separately, which is hardly the most efficient way to operate. Alternatively it may encourage the use of 520 metre length trains which is a less efficient use of the national rail network.

17. MTRU report for Campaign for Better Transport.

<http://www.bettertransport.org.uk/sites/default/files/research-files/cross-modal-freight-study.pdf>

See section 6 on page 21

18. Chartered Institute of Logistics and Transport response to National Infrastructure Commission

<https://ciltuk.org.uk/Portals/0/Documents/Policy/2018/National%20Infrastructure%20Commission%20-%20CILT%20response%20to%20call%20for%20evidence.2.pdf?ver=2018-03-14-110232-857&timestamp=1521025455822>

See section 12 c. on page 7

19. Northampton Gateway environmental statement, Transportation, Appendix 5, Appendix B

[http://www.northampton-gateway.co.uk/downloads/DCO\\_APPLICATION/Doc5/Doc%205.2%20-%20Environmental%20Statement/Doc%205.2%20-%20ES%20-%20Appendices/Doc%205.2%20-%20Chapter%2012%20\(Transport\)%20Appendices/ES%20TR%20App%2012.1%20-%20TA%20App%205%20-%20TN2%20Trip%20Generation.pdf](http://www.northampton-gateway.co.uk/downloads/DCO_APPLICATION/Doc5/Doc%205.2%20-%20Environmental%20Statement/Doc%205.2%20-%20ES%20-%20Appendices/Doc%205.2%20-%20Chapter%2012%20(Transport)%20Appendices/ES%20TR%20App%2012.1%20-%20TA%20App%205%20-%20TN2%20Trip%20Generation.pdf)

See first two bullet points immediately after Table 4

## Response to Q.1.10.14

In order to provide an objective view, we studied the crime statistics for the area surrounding the Daventry Rail Freight Interchange. This was chosen for comparison because it is the most similar in nature and size and, being only 18 miles away, similar in its geography. It is important to note that the crime figures within the Rail Freight Interchange itself have remained stable, it is the increases in the surrounding areas that paint a stark picture

DIRFT commenced operation around 1997. Crime statistics compiled for the area within which DIRFT was built show a marked increase over recent years, which can reasonably be attributed to the arrival of a massive logistics development in what used to be a rural environment. DIRFT falls into 2 wards: Barby & Kilsby and Crick wards and between 2000/2001 to 2015/16 crime in these areas rose by **176%**.

Crime Tree LV4 Desc	2007-2008	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013	2013-2014	2014-2015	2015-2016	Total	Average	Percentage
ARSON	3	1			3		2	3	5	17	2.83	0.65%
CRIMINAL DAMAGE	26	26	39	32	38	28	16	33	29	267	29.67	10.16%
DRUG POSSESSION	5	7	6	8	13	12	11	8	6	76	8.44	2.89%
DRUG TRAFFICKING	9	4	8	6	6	8	6	2	3	52	5.78	1.98%
MISCELLANEOUS CRIMES AGAINST	4	12	5	10	8	29	16	26	43	153	17.00	5.82%
PUBLIC DISORDER	1	2	2	2	1	3	3	6	9	29	3.22	1.10%
OTHER SEXUAL OFFENCES	6	2	3	5	4	7	8	14	15	64	7.11	2.44%
RAPE		1	1			2	4	1	7	16	2.67	0.61%
ALL OTHER THEFT OFFENCES	7	26	36	52	76	40	41	48	30	356	39.56	13.55%
BICYCLE THEFT		1	2	1	6		1	1		12	2.00	0.46%
DOMESTIC BURGLARY	13	20	27	9	23	10	16	10	16	144	16.00	5.48%
NON-DOMESTIC BURGLARY	12	14	32	35	20	30	24	26	29	222	24.67	8.45%
THEFT FROM MOTOR VEHICLE	18	28	27	40	49	34	47	30	44	317	35.22	12.07%
THEFT OF MOTOR VEHICLE	8	5	13	9	4	9	3	4	5	60	6.67	2.28%
VIOLENCE WITH INJURY	25	26	21	35	42	39	86	110	104	488	54.22	18.58%
VIOLENCE WITHOUT INJURY	16	9	14	19	22	24	36	66	69	275	30.56	10.47%
POSSESSION OF WEAPONS	2		2	2					5	11	2.75	0.42%
ROBBERY OF PERSONAL VEHICLE INTERFERENCE		2	1	2			1	3	1	10	1.67	0.38%
ROBBERY OF BUSINESS	2		1	1		2	1	2	2	11	1.57	0.42%
ROBBERY OF BUSINESS	2		1		1	1				5	1.25	0.19%
<b>Total</b>	<b>159</b>	<b>188</b>	<b>245</b>	<b>271</b>	<b>321</b>	<b>280</b>	<b>325</b>	<b>398</b>	<b>440</b>	<b>2627</b>	<b>291.889</b>	<b>100.00%</b>

**Reference:** C1507 Ian Kelly | Freedom of Information and Data Protection Team Leader; Information Unit; Tel: 101 Ext 346940; [ian.kelly@northants.pnn.police.uk](mailto:ian.kelly@northants.pnn.police.uk) Force Headquarters, Wootton Hall, Northampton, NN4 0JQ

Description of Crime	Percentage increase in Crick/Barby & Kilsby Wards 2007/08 to 2015/16	Percentage increase Nationally 2004/05 to 2015
Arson	66	-55
Criminal damage	11	-55
Drug possession	20	2
Drug trafficking	-66	9
Misc crimes against society	975	-19

Public disorder	800	1
Other sexual offences	150	47
Rape	700*	148
All other theft offences	328	-41
Bicycle theft	0	-17
Domestic burglary	23	-40
Non-domestic burglary	141	-42
Theft from motor vehicle	144	-52
Theft of motor vehicle	-38	-67
Violence with injury	316	-19
Violence without injury	331	58
Robbery of personal property	100*	-45
Vehicle interference	800	-43
Shoplifting	200*	19
Robbery of business property	-200*	-31

***\*Please note where these figures were 0 in 2007/2008 and an increase or decrease has been identified this has been classed as 100% for 1 crime, 200% for 2 crimes etc.***

**N.B the availability of crime statistics does not allow for exact comparisons by year**

Only 4 out of 21 recorded crimes have decreased in the Crick/Barby and Kilsby wards in comparison to national figures. Miscellaneous crimes against society have increased 975% yet nationally decreased 19%. Public disorder has increased 800% in the local area, yet nationally only increased by 1%. Rape has increased 700% (please note there were 0 reported rapes in 2004/2005 and 7 in 2014/2015 which is how this figure is accounted for). It is noted that there has been an increase nationally of 148% but a significant degree of variance is still evident. Perhaps most significant in relation to the proposed development is the increase in vehicle interference, which has increased 800% locally but nationally has decreased by 43%.

Daventry District Council completed a study in relation to Lorry Parks in 2008 <sup>[1]</sup>. The study found that there are issues around lorry parks being very expensive therefore drivers not using them, rather using local roads. This would have a severe detrimental impact on our local area as traffic is something we already have huge issues with. Within the study it was also highlighted that there have been difficulties in moving lorry drivers to more appropriate parking facilities due to language barriers.

## 1. Northamptonshire HGV Parking Study

<https://www.daventrydc.gov.uk/EasysiteWeb/getresource.axd?AssetID=13908&type=full&servicetype=Attachment>