

**Application by Roxhill (Junction 15) Limited for a Development Consent Order for the Northampton Gateway Strategic Rail Freight Interchange**

**Planning Inspectorate Reference No: TR050006**

**Reference No. 20011154**

**Table showing NR responses to the Examining Authority's written questions and requests for information (ExQ1)**

**Issued on 17 October 2018**

EXQ1	Question to:	Question:	NR Response
1.0.30	The Applicant, NBC, SNDC, NCC Highways England, Network Rail	Paragraph 8.3; will the Applicant, the District Councils, the County Council, Highways England and Network Rail please indicate what weight they consider the ExA and Secretary of State should put on the potential to serve destinations between 90 minutes and 4.5 hours' drive time away, and whether this should be counted a benefit or an adverse effect?	Network Rail is unable to comment on occupier demand for rail served warehouse space but understands that market demand depends on a number of variables, including but not limited to the potential of a site to serve destinations in the immediate vicinity.
1.11.12	The Applicant, Network Rail	The Applicant's Rail Reports [APP-377] suggest rail freight capacity will be boosted by the opening of HS2. Against the background of projected rail freight traffic growth, what are the implications if HS2 is subsequently extended as phase 2 to the north-west and to Yorkshire?	Phase 1 of HS2 is due to open in 2026, Phase 2A in 2027 and Phase 2B in 2033. Network Rail anticipates that the opening of Phase 1 will result in a small increase in capacity on the West Coast Main Line ( <b>WCML</b> ) as it is anticipated that only three passenger services will, at that date, be moved to the HS2 line. When Phase 2A opens, there will be a more significant timetable change and a greater release of capacity on the WCML. As at that date, the majority of long distance passenger traffic will be moved to the HS2 line. It is not anticipated that the opening of Phase 2B will have a significant further impact on WCML released capacity. The amount of additional capacity that will be available on the WCML will only be known once the timetable for HS2, and the revised WCML timetable, have been finalised. Work on the likely timetables has commenced but will not be completed for at least two years and requires input

			from the new yet to be named West Coast Partnership franchise.
1.11.15	The Applicant, Network Rail	In certain relevant representations concern has been expressed as to the relationship between increased rail freight use associated with the Proposed Development and existing and projected future growth in passenger traffic (and station improvements) and how the latter elements may be adversely impacted in terms of function, capacity and speed. At the PM the Northampton Rail Users Group suggested that the ES does not address the effects of the Proposed Development on rail passengers. Please comment and can the Applicant indicate where in the ES the relevant information can be found and if not provided indicate what the effects would be, or explain why this has not been fully addressed?	Any freight services which are added to the network will not be at the expense of passenger services and, accordingly, Network Rail confirms that the Proposed Development will not affect passengers. Network Rail also notes that the start of rail services on HS2 will result in additional rail capacity so it is likely that Northampton will be served by additional passenger services as a result of West Coast released capacity.
1.11.16	The Applicant, Network Rail	The ExA understand that the current maximum length of a freight train is 775m and the Proposed Development would be capable of accommodating trains of this length. Is the permitted maximum length of train likely to increase in the future and, if so, what would be the implications for the design and operation of the Proposed Development?	There is no proposal to increase the maximum length of freight trains.
1.11.35	Network Rail	Please will Network Rail explain the capacity of the rail system to serve the Proposed Development and provide the data underpinning its explanation? Please answer this question taking into account not only the West Coast Main Line (including the Northampton Loop) but also other parts, such as for example the alleged bottleneck at Ely to which a number of interested parties have referred to in their relevant representations. Please take into account other SRFIs whether in operation now, under construction, or proposed, and other demands on the system, such as rail passengers.	Network Rail has been provided with a number of capacity reports by the Applicant: <ul style="list-style-type: none"> <li>1 Victa Railfreight West Coast Main Line capacity report 2017;</li> <li>2 GB Railfreight Capacity Report for Northampton Gateway 2018;</li> </ul>

		<p>On a separate but related point, Network Rail asked for guidance at the PM as to whether it should be providing information to the Applicant and Ashfield/Gazeley on the basis of only one development going ahead or both. In the ExA's view the information should be on the basis of (i) the Proposed Development alone, (ii) and both. Whilst a case might be made that the Rail Central alone position is not relevant to consideration of the Northampton Gateway application, that information will no doubt be produced to Ashfield/Gazeley and it would be pedantry to exclude it from this examination. Accordingly the ExA suggests that information is also supplied to both applicants who can then decide what information they wish to submit to the Examination. It may also be relevant to the tripartite SoCH requested by Ashfield/Gazeley to which we have referred elsewhere in our Procedural Decisions.</p>	<p>3 Network Rail Freight and National Passenger Operators Strategic Plan, February 2018;</p> <p>4 Northampton Gateway SRFI, Feasibility Report, Grip 2;</p> <p>5 Northampton Gateway Freight Timing Report (completed by Railsys);</p> <p>6 GB Railfreight Sample Northampton Gateway Services (Down Trains) and GBRF Sample Northampton Gateway Services (Up Trains) Reports and Northampton Gateway Chart.</p> <p>(referred to as the <b>Roxhill Reports</b>)</p> <p>The documents have either been provided to the ExA by the Applicant with its application or are attached to the statement of common ground agreed between the Applicant and Network Rail and submitted on the same date as these question responses. The documents listed provide the data informing Network Rail's views on the capacity of the rail network relevant to the Proposed Development.</p> <p>Network Rail has also been provided with the following reports by Ashfield / Gazeley in respect of the Rail Central DCO application:</p> <p>1 Rail Central SRFI Rail Operations Report 5(2)(q) 2016</p> <p>2 Feasibility study by Mott MacDonald and Volker Fitzpatrick</p>
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