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**Sent:** 22 November 2018 15:47  
**To:** Northampton Gateway  
**Cc:** Seldon, Martin; Khokhar, Kamaljit; Bellingham, Paul  
**Subject:** Highways England Written Representation to Northampton Gateway- ExA written questions and requests for information from Issue Specific Hearing 1

Dear Sir or Madam

Please find attached Highways England's late response to the Examining Authority's written questions and requests for information from Issue Specific Hearing 1, which was due on 6<sup>th</sup> November 2018.

We apologise for the late submission and hope you find our comments useful.

Regards

Kazi

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**Highways England’s response to the Examining Authority’s written questions and requests for information (ExQ1) from Issue Specific Hearing (ISH)**

ExQ1	Question to:	Question:	Highways England Response
1.11.2.	Highways England (HE), NCC	<p>Highways England has identified an improvement scheme for the M1 Junction 15 (J15) that could potentially provide increased capacity, but that this would still leave the junction over capacity in certain conditions, with there being no certainty whether an improvement would be delivered (paragraph 12.4.7). Improvements to J15 within the Smart Motorway Project (SMP) have also been excluded (paragraph 12.4.12).</p> <p>Is it therefore the view of HE and the local highway authority that appropriate capacity improvements to J15 are only likely if led and funded by the Proposed Development?</p>	<p>There is a Memorandum of Understanding (MoU) between Highways England, Northampton County Council, Daventry District Council, Northampton Borough Council and South Northamptonshire Council to work together to secure a series of improvements at M1 Junction 15 and along the A45 corridor to accommodate growth in the area.</p> <p>Improvements to J15 forms part of the Northampton Growth Management Scheme (NGMS), which relies on funding from housing developments in Local Plans only and not commercial developments.</p> <p>SMP improvements at J15 only relate to the upgrading of the main line only and does not include improving the actual junction at J15.</p>
1.11.4.	Applicant, HE	<p>The SoCG with HE (3 May 2018) indicates the following documents are not yet complete: Final Transport Assessment; Final ES Transport Chapter; and Stage 1 Road Safety Audit Response Report. The SoCG also lists various plans that were not complete at the date of the SoCG.</p> <ul style="list-style-type: none"> <li>• Please provide an update on progress towards finalisation of the above documents and plans, with submission into the Examination of these when finalised.</li> <li>• Please provide an updated SoCG when all the above documentation and plans have been finalised which sets out the position relating to this documentation and these</li> </ul>	<p>These documents have been agreed. HE position is set out in the Document 7.1a - SoCG addendum relating to transport matters.</p>

		plans.	
1.11.5.	The Applicant, HE	How would work on the M1 J15 junction improvements relate to and be coordinated with work on the SMP to minimise disruption during construction? Is work capable of being simultaneously carried out and how would this be secured?	<p>SMP Scheme works near J15 are planned for November 2019 to October 2021. We understand the applicants plan to start work in summer 2020.</p> <p>Access to Road space for the SRFI shall be granted by HE where it is safe and practicable. This is an agreed position set out in the Document 7.1b - SoCG relating to HE's M1 J13-16 Smart Motorway Scheme and the Protected Provisions in the DCO. Therefore it will require close coordination between the applicant's contractor and the SMP delivery partner. There may be an opportunity for some of these works to be delivered by a single contractor.</p> <p>If the DCO is successful there will be need to be a redesign of the slip road kerblines, associated drainage and new signage as part of the SMP scheme. As a result of this, the applicants have submitted two departures from standard applications to HE. The two applications are proposed for the northbound and southbound M1 J15 diverge layouts in order to maximise the slip road length</p>
1.11.18	The Applicant, HE, NCC	Regulation 123(3) of the Community Infrastructure Levy Regulations 2010, which restricts the number of planning obligations allowed to pool funds, appears to apply. Please comment on how it interacts with the A45/M1 NGMS Memorandum of Understanding and any s.106 or similar agreements proposed in relation to this application.	The NGMS applies to housing developments which have been identified are within an approved Local Plan. The Northampton Gateway development lies outside of these criteria. Hence we are not seeking a contribution.