



NORTHAMPTON  
**GATEWAY**  
STRATEGIC RAIL FREIGHT INTERCHANGE

**STATEMENT OF COMMON GROUND BETWEEN  
THE APPLICANT AND HIGHWAYS ENGLAND**

**DOCUMENT 7.1D**

The Northampton Gateway Rail Freight Interchange Order 201X

STATEMENT OF COMMON GROUND BETWEEN THE APPLICANT  
AND HIGHWAYS ENGLAND | 31 JANUARY 2019

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ROXHILL



## M1J15 NORTHAMPTON GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE

### Further Statement of Common Ground with Highways England in relation to transport matters and the draft Development Consent Order

#### 1. Introduction

1.1 This Statement of Common Ground is further to the following:

- Statement of Common Ground on transport matters dated 3 June 2018 (Doc 7.1) and its Addendum dated 2 October 2018 (Doc 7.1A) between Roxhill (Junction 15) Ltd and Highways England; and
- Statement of Common Ground on DCO Drafting dated 6 November 2018 (Doc 7.1C) between Roxhill (Junction 15) Ltd and Highways England.

#### 2. Basis of Agreement

2.1 The Addendum Statement of Common Ground dated 2 October 2018 (Doc 7.1A) confirmed that all documents listed were agreed and acceptable to Highways England, save for the point at paragraph 2.3(i) of that Addendum.

2.2 Paragraph 2.3(i) of the Addendum is repeated below for ease of reference:

*Formal approval is to be confirmed for two no. departure from standards, which are for the M1 diverges at M1 Junction 15, namely the M1 southbound diverge and M1 northbound diverge. Highways England have indicated that the diverge layout including these two departures is the most appropriate solution. However, ongoing work is taking place to review how the Smart Motorway Project motorway signage (and associated assets and features) will need to be amended, should consent be given to the proposed development, to ensure that the diverge layouts operate effectively and safely. Resultant changes would be incorporated within the Smart Motorway Project scheme as a change to their design. Any additional costs associated with this will be borne by Roxhill (Junction 15) Ltd.*

2.3 Formal approval of the two no departure from standards, namely for the M1 southbound diverge and the M1 northbound diverge, have been confirmed by Highways England. Therefore, the submitted highway plans for M1 Junction 15 are now agreed in full.

2.4 In addition, further to the comments made by Highways England in their written representation, the following paragraphs set out the agreement regarding the SRFI main site drainage, in so far as to how it may impact the strategic road network.

2.5 The drainage from the main site of the SRFI includes connections to two existing watercourses that pass beneath the strategic road network, the first of these is at Collingtree and the second by Junction 15. In both cases the main site SRFI drainage will not connect into Highways England's highway drainage system but into watercourses that are culverted beneath the strategic road network. Taking each location in turn:

- 1) At Collingtree, the culverted watercourse is a 300mm diameter pipe that passes beneath the M1. The drainage strategy (which has been agreed with Northamptonshire Council County as lead local flood authority, LLFA) confirms that the flow into this watercourse, which is a culverted watercourse under the M1, will not increase as a result of the development. Hence there will be no impact on the existing culvert and the connection into the existing watercourse will be made upstream of the M1 boundary. This satisfies the risk of additional flows to the Highways England network. Therefore, the only increased risk to Highways England is through riparian responsibilities in terms of allowing free passage of water should a blockage occur, and the existing culvert will be cleared out and jetted if necessary as part of the highway works.

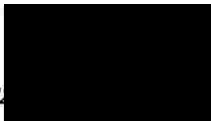
ii) At M1 Junction 15 a new culvert is being provided for the watercourse as shown on the M1 J15 drainage strategy. Hence no assessment of the existing culvert has been undertaken as it will no longer form part of the watercourse. The existing culvert may be retained for highway drainage purposes but that will be confirmed in the detailed highway design. As above for the Collingtree outfall, the agreed drainage strategy confirms that the flow into this watercourse that passes under Junction 15 will not increase as a result of the development. This satisfies the risk of additional flows to the Highways England network. The treatment of the existing culvert is to be proposed and agreed with Highways England at the detailed design stage in accordance with the agreed protective provisions.

2.6 The principles of the SRFI main site drainage strategy, in so far as to how they may impact the strategic road network, are therefore agreed with Highways England.

2.7 Accordingly, further to the Statement of Common Ground on the draft Development Consent Order (Doc 7.1C) the revised Article 21, as submitted in the draft DCO for deadline 2 (Doc 3.1B), is agreed.

DATED 31 JANUARY 2019

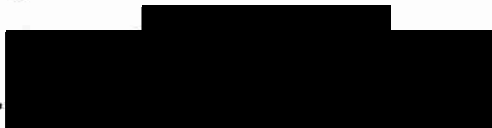
Signed:

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On behalf of Roxhill (Junction 15) Ltd

Name IAJ Rigbi Position INFRASTRUCTURE DIRECTOR

Signed



On behalf of Highways England

Name KAZI HOSSAIN Position SPATIAL PLANNING MANAGER