



Northamptonshire County Council

Kate Mignino
Case Manager
National Infrastructure
The Planning Inspectorate
Temple Quay House
2 The Square
Bristol BS1 6PN

Please ask for: Roy Boulton
Tel: 01604 366056
Our ref:
Your ref:
Date: 19 March 2019

Dear Ms Mignino

Planning Act 2008 (as amended)

Application by Roxhill (Junction 15) Limited for an Order Granting Development Consent for the Northampton Gateway Rail Freight Interchange

I write to inform you that at its Full Council meeting on 28th February 2019, Northamptonshire County Council passed the following resolution:

"This Council notes that it is the aim of Government to encourage a recalibration of the means of freight delivery in this country, from road haulage to rail freight, in order to reduce pressure on our road networks and deliver reductions in carbon emissions and other environmental damage. In pursuit of these objectives the Government is seeking to establish a system of Strategic Rail Freight Interchanges (SRFI's) across the country. Two such sites have been proposed in close proximity to one another in Bugbrooke Division and Towcester & Roade Division, namely Northampton Gateway near Milton Malsor; and Rail Central near Blisworth and Roade.

This Council does not seek to question the validity of SRFI's per se, but expresses deep concern regarding the suitability of the sites in question and the potential impact of the proposals on local residents. The local road network is already far too congested to accommodate these schemes and cannot be improved sufficiently to mitigate their impact. Northamptonshire is already home to a successful and expanding SRFI, namely DIRFT near Daventry, calling into question the ability of the proposed sites to fulfil a strategic need. Over 1150 acres of agricultural land would be lost as a result of the two proposals and local villages would be seriously affected by air, noise and light pollution that cannot be adequately mitigated against.

This Council, therefore, resolves to write to the Secretary of State for Transport to formally express its opposition to the two proposals. This council also expresses its support for local campaigners

Environment, Planning & Transport
One Angel Square
Angel Street
Northampton NN1 1ED

w. www.northamptonshire.gov.uk
t. 01604 366056
e. rboulton@northamptonshire.gov.uk



Northamptonshire
County Council

involved in the Stop Roxhill and Stop Rail Central groups who have worked tirelessly to protect their communities."

This matter was further considered by our Cabinet meeting on 12th March 2019, which agreed the advice in the enclosed report.

Yours sincerely



Roy Boulton
Assistant Director, Environment, Planning & Transport



CABINET

12th MARCH 2019

DIRECTOR OF PLACE

**CABINET MEMBER WITH RESPONSIBILITY FOR: HIGHWAYS, TRANSPORT,
ENVIRONMENT and PUBLIC PROTECTION**

Subject:	Northampton Gateway and Rail Central Strategic Rail Freight Interchanges
Recommendations:	<p>Cabinet are asked to:</p> <ol style="list-style-type: none"> 1) Note the resolution adopted by Full Council at its meeting on 28th February 2018 and agree to support the principles set out therein; and 2) In relation to Northampton Gateway: <ol style="list-style-type: none"> a) Note the decision taken by Cabinet on the 16th January 2018 including the delegations to the responsible Director; b) Note that officers have made technical planning and highways representations to the Examination Authority in line with the aforementioned report; and c) Agree to delegate to the Director of Place, in consultation with the Cabinet Member for Transport, Highways, Environment and Public Protection and the Monitoring Officer, authority to make such representations as may be necessary to reflect the position taken by Full Council, having taken into account the risks outlined in section 3.8 of this Report. 3) In relation to Rail Central: <ol style="list-style-type: none"> a) Note that the Director of Place will consider the full Rail Central application and return to Cabinet at a future date for approval and direction on the Councils response.

1. Purpose of report

1.1 To bring to Cabinet’s attention the Resolution of Full Council taken on 28th February 2019 in connection with the Northampton Gateway and Rail Central Strategic Rail Freight Interchanges, which are proposed to be developed in close proximity to one another near Northampton,(set out in section 3.8 below), and to refer Cabinet to its decision taken on 16th January 2018 about the proposed Gateway development.

2. How this decision contributes to the Council plan

The Council's vision is for Northamptonshire to be a county where everyone looks after each other and takes responsibility, where the vulnerable are protected and supported and where the people who can help themselves receive the assistance they need to stay independent and healthy.

This initiative helps the Council to deliver this vision through the following strategic priorities outlined in the Council Plan:

- Working in partnership with other public sector organisations (such as the seven district and borough councils, the local NHS bodies, and Northamptonshire Police).
- Enabling individuals and communities to achieve better outcomes.
- Using technology and digital solutions to meet the needs of residents.
- Commissioning and procuring services and goods with partners.
- Utilising the Council's assets effectively.
- Reducing inequalities and disparity of opportunities.

3. Background

3.1 There are currently two planning applications for two Strategic Railfreight Interchanges being considered by the Planning Inspectorate for England and Wales (PINS), as nationally significant infrastructure projects. These are referred to as the Gateway and Rail Central developments. Both will be considered through the Development Consent Order (DCO) process, with the Secretary of State for Housing, Communities and Local Government (SoS) making the final decision.

3.2 The Northampton Gateway application is at an advanced stage, with the Examination in Public (EIP) due to close on the 9th April. Council officers have been and continue to give evidence at the EIP. Three sessions remain this week and the Examiner must report to the Secretary of State in April 2019. Officers have been in discussion with the applicants for Northampton Gateway for a number of years with Cabinet approval being received in January 2018, this has been the basis of the work that NCC have carried out on the application since that time.

3.3 The Rail Central application is at an earlier stage in the process with the EIP expected to begin in a few months. Discussions with the applicant are in process but are at early stages. As yet no decision has been taken by Cabinet on this matter.

3.4 Cabinet considered a report on the Gateway development at its meeting on 16th January 2018, when it resolved to:

- Note the proposals for the Northampton Gateway Strategic Rail Freight Interchange and the County Council's response to the Stage 2 Public Consultation;

- Agreed that delegated authority be given to the Commercial Director, in consultation with the Cabinet Member with responsibility for Public Protection, to agree and Statement of Common Ground or other submissions to be made to the forthcoming Examination of the Development Consent Order application.

3.5 A copy of this Report is attached at Annex 1.

3.6 Cabinet did not express a view either for or against the Gateway proposal at this meeting.

3.7 Under the delegation agreed, Northamptonshire County Council (NCC) officers have agreed highways mitigation, archaeology, flood water and drainage issues, consented to the expropriation of some small parcels of land and entered in a Statement of Common Ground on a range of technical matters, to assist the Examination. NCC Officers remain concerned, however about the scope of the archaeological work being required before the application is determined, as well as the potential conflict with passenger rail services.

3.8 There is a risk that NCC may be subject to the wasted costs of the EIP, should it amend its representation at this stage, after having already given evidence, but there is still the possibility that NCC may be able to make written and other submissions to the EIP, should it wish to, taking into account this risk.

3.9 In light of the resolution of Full Council on 28th February 2019, set out below, Cabinet is asked to support the principles contained therein and delegate authority to the named officer, in consultation with the appropriate portfolio holder, to make and further or amend representations to the Examination in Public, PINS or the SoS, as may be required in order to state NCC's position.

"This Council notes that it is the aim of Government to encourage a recalibration of the means of freight delivery in this country, from road haulage to rail freight, in order to reduce pressure on our road networks and deliver reductions in carbon emissions and other environmental damage. In pursuit of these objectives the Government is seeking to establish a system of Strategic Rail Freight Interchanges (SRFI's) across the country. Two such sites have been proposed in close proximity to one another in Bugbrooke Division and Towcester & Roade Division, namely Northampton Gateway near Milton Maisor; and Rail Central near Blisworth and Roade.

This Council does not seek to question the validity of SRFI's per se, but expresses deep concern regarding the suitability of the sites in question and the potential impact of the proposals on local residents. The local road network is already far too congested to accommodate these schemes and cannot be improved sufficiently to mitigate their impact. Northamptonshire is already home to a successful and expanding SRFI, namely DIRFT near Daventry, calling into question the ability of the proposed sites to fulfil a strategic need. Over 1150 acres of agricultural land would be lost as a result of the two proposals and local villages would be seriously affected by air,

noise and light pollution that cannot be adequately mitigated against.

This Council, therefore, resolves to write to the Secretary of State for Transport to formally express its opposition to the two proposals. This council also expresses its support for local campaigners involved in the Stop Roxhill and Stop Rail Central groups who have worked tirelessly to protect their communities."

4. Consultation and Scrutiny

4.1 This report is about the position of the council in relation to a decision taken by the Secretary of State and therefore consultation by the Council is not required.

5. Equality Screening

Reason that no EqlA is required	✓ as appropriate
The paper is for information only	✓
The proposal/activity/decision has no impact on customers or the service they receive	
The proposal impacts upon staff but the proposed staffing changes will not affect the service that customers receive*	
Other (Please explain further)	

*Where a proposal affects staff, the appropriate HR processes will be followed, which have already been subject to the EqlA process and will be compliant with HR legislation

The proposal will be subject to consideration by the Secretary of State before the decision is made and therefore no Equality Impact Assessment is required from the Council.

6. Alternative Options Considered

6.1 Cabinet does not ratify the decision taken by full Council and therefore the position taken by Cabinet in January 2018 will remain and no further representation will be made by the Council.

7. Financial Implications

There could also be additional officer cost and time drafting and evidencing objections and submitting documents to PINS.

8. Risk and Business Continuity Management

a) Risk(s) associated with the proposal

Risk	Mitigation	Residual Risk
The work that NCC officers have put in with the applicant to reach agreement on mediation		Amber

measures may no longer be acceptable to the applicant should NCC's objection give rise to other changes being required.		
Challenge for predetermination in relation to Rail Central as the full application has not been considered in detail by officers as yet.	Cabinet delay making a decision on the stance of NCC in relation to Rail Central, pending a further report being put forwards.	Amber

b) Risk(s) associated with not undertaking the proposal

Risk	Risk Rating
Unclear direction to officers on the stance to take in relation to the applications (particularly in relation to Northampton Gateway).	Amber

9. List of Appendices

None

Author:	Name: Susan Zeiss
Contact details:	Email: szeiss@northamptonshire.gov.uk
Background Papers:	
Does the report propose a key decision is taken?	YES
If yes, is the decision in the Forward Plan?	NO – Special urgency rule has been applied
Will further decisions be required? If so please outline the timetable here	
Does the report include delegated decisions? If so, please outline the timetable here	
Is this report proposing an amendment to the budget and/or policy framework?	NO
Have the financial implications been cleared by the Strategic Finance Manager (SFM)? Have any capital spend implications been cleared by the Capital Investment Board (CIB)	N/A Name of SFM:
Has the report been cleared by the relevant Director?	YES Name of Director: Susan Zeiss
Has the relevant Cabinet Member been consulted?	YES Cabinet Member: Councillor Ian Morris

Has the relevant scrutiny committee been consulted?	NO Scrutiny Committee:
Has the report been cleared by Legal Services?	YES Name of solicitor: Susan Zeiss
Have any communications issues been cleared by Communications and Marketing?	NO
Have any property Issues been cleared by Property and Asset Management?	N/A
Have the Procurement Implications below been referenced in the Paper: <ul style="list-style-type: none"> • Have you evidenced compliance with the Council's Contract Procedures Rules? • Have you made clear in this paper where you are seeking Cabinet to approve an exemption from the Contract Procedure Rules and detailed the risks and mitigations? • Have you identified any EU or UK legislative risks such as non-compliance with the Public Contract Regulations Act 2015, transparency and open competition? • Have you identified the procurement risks associated with a contract? 	N/A
Are there any community safety implications?	NO
Are there any environmental implications:	NO
Are there any Health and Safety Implications:	NO
Are there any Human Resources Implications:	NO
Are there any human rights implications:	NO
Constituency Interest:	Location of the rail freight terminal: Bugbrooke – Councillor Adam Brown Location of proposed off-site highway works: Deanshanger – Councillor Allen Walker East Hunsbury & Shelfleys: Councillor Andre Gonzalez de Savage

	<p>Hackleton and Grange Park – Councillor Michael Clarke Nene Valley – Councillor Lizzy Bowen Sixfields – Councillor Pinder Chauhan Towcester & Roade – Councillor Adil Sadgyov</p>
--	---