

SEGRO (JUNCTION 15) LIMITED

NORTHAMPTON GATEWAY SRFI DCO AMENDMENT

SUPPORTING STATEMENT APPENDICES

AUGUST 2022

Appendix 1 –

Consultation on the proposed DCO Amendment

Appendix 1 - Consultation

The 2011 Regulations set out the process for publicising and consulting on non-material change applications. In summary, the 2011 Regulations initially require the Applicant to notify the Planning Inspectorate of its intention to submit an application and at the time of submission, to publicise the application, sending notices to relevant parties.

Consultee responses to this notice are then sent directly to the Planning Inspectorate (acting on behalf of the Secretary of State), whilst the Applicant is required to provide confirmation that the appropriate steps have been taken to comply with consultation requirements.

Publicising the Application (Regulation 6)

The Planning Inspectorate was informed of the intention to submit a non-material amendment application relating to the Northampton Gateway DCO on 10th March 2022. In advance of this, the Applicant held an initial meeting with the Department of Transport on 4th March 2022, during which a full explanation of the required change to the DCO was provided. Further meetings have since been held with DfT to keep the Department updated on progress with the application and informal consultation/engagement undertaken.

The process of publicising the application will include notices placed in a local newspaper. The newspaper notice (a copy of which is provided below), consistent with Regulation 6, provides details of the Applicant; the nature of the non-material change sought; information on where the application material can be viewed/purchased; and confirmation on how and when comments can be made on the proposals.

The press notice is being published to coincide with the submission of the application, with publication of a notice in the Northampton Chronicle & Echo newspaper, with the first of two notices to be published on 11th August 2022. The second notice will be published on 18th August 2022 and the deadline for responses to be submitted to the Planning Inspectorate will be 11:59pm on 26th September 2022.

An electronic copy of the notice has also been sent directly to the Planning Inspectorate to enable it to be placed on the National Infrastructure Planning project website, as required.

Copy of Regulation 6 newspaper notice:

SECTION 153 OF THE PLANNING ACT 2008 REGULATION 6 OF THE INFRASTRUCTURE PLANNING (CHANGES TO, AND REVOCATION OF, DEVELOPMENT CONSENT ORDERS) REGULATIONS 2011

NOTICE OF APPLICATION TO MAKE A NON MATERIAL CHANGE TO THE FOLLOWING DEVELOPMENT CONSENT ORDER:

The Northampton Gateway Rail Freight Interchange Order 2019 S.I. 2019 No. 1358

NOTICE IS HEREBY GIVEN THAT an application has been made by SEGRO (Junction 15) Limited, of Lumonics House Valley Drive, Swift Valley, Rugby, Warwickshire, CV21 1TQ (“the Applicant”) to the Secretary of State for Transport (“the Secretary of State”) to make a non-material amendment to The Northampton Gateway Rail Freight Interchange Order 2019 (as amended by the Northampton Gateway Rail Freight Interchange (Correction) Order 2020) (“DCO”) (“the Application”).

The Application seeks to make changes to the DCO which are not material. The proposed changes are:

1. An amendment to requirement 3 in Schedule 2 of the DCO to deliver the rail freight terminal so as to require that the rail infrastructure within the area coloured pink on the rail infrastructure plan must be completed prior to the occupation of any of the warehousing and both of the connections to the West Coast Main Line railway must have been constructed and commissioned sufficient for the rail terminal to be operational prior to the occupation of more than 232,260 square metres of the warehousing unless otherwise agreed in writing with the relevant planning authority.
2. To include a new rail infrastructure plan (NGW-BWB-GEN-XX-SK-C-SK315-S2-P01) as referred to in the amendment to requirement 3 in Schedule 2 of the DCO.

A copy of the Application is available to view free of charge on the Planning Inspectorate’s website: <https://infrastructure.planninginspectorate.gov.uk/projects/east-midlands/northampton-gateway-rail-freight-interchange>. It is also available to view free of charge on the Applicant’s website: www.slp-northampton.com until 27 September 2022.

For any queries in relation to the Application documents please contact the Applicant by emailing contact-slpng@segro.com or calling 01788 422 200.

A free digital copy of the Application documents can also be obtained from the Applicant using the contact details above. Alternatively, a paper copy can be obtained from the Applicant for a small charge of £25.00.

Please send any representations about the Application by email to NorthamptonGateway@planninginspectorate.gov.uk or in writing to: National Infrastructure Planning, The Planning Inspectorate, Temple Quay House, 2 The Square Temple Quay Bristol BS1 6PN. Please quote “Northampton Gateway Rail Freight Interchange project - Non-Material Change TR050006” on any correspondence. If you have difficulty in submitting a representation by email, please contact NorthamptonGateway@planninginspectorate.gov.uk or 0303 444 5000 and a member of the Planning Inspectorate’s case team will be able to assist.

Representations will be made public by being published on the Planning Inspectorate’s website at: <https://infrastructure.planninginspectorate.gov.uk/>.

Please note that the deadline for the receipt of representations by the Planning Inspectorate is 11.59pm on 26 September 2022.

Duty to Consult (Regulation 7)

The 2011 Regulations allow for a reduced schedule of consultees (i.e. those consulted at the time of the application submission) to be agreed with the Secretary of State.

However, the Applicant decided to consult the same interested parties and consultees as were consulted on the original DCO (in line with Regulation 7(2)(b)). This was because there was no clear subset of consultees specifically affected by the proposals.

Consistent with this approach, notices of the submission of the application are being sent by post on 10 August 2022 to those consultees who were notified of the DCO application pursuant to section 56 of the Planning Act 2008, apart from consultees who no longer exist, or where the Applicant is aware of personnel changes, in which case notices are being sent to the known updated contact.

In addition to formally notifying the relevant consultees, the Applicant has also engaged with the following interested parties to give them advanced notice of the intention to submit the application:

- Network Rail – via regular dialogue regarding delivery of the Northampton Gateway SRFI;
- National Highways – as part of regular and ongoing dialogue regarding delivery of the project;
- West Northamptonshire Council – the LPA and local highways authority, as part of regular and ongoing dialogue and interactions regarding discharging the requirements in the DCO, and through specific dialogue with Senior Officers and Councillors with briefing meetings held on 6th July and 25th July;
- The Northampton Gateway Community Liaison Group including the following local Parish Council (PC) representatives:
 - Blisworth PC
 - Collingree PC;
 - Courteenhall Parish Meeting;
 - Grange Park PC;
 - Milton Malsor PC;
 - Roade PC.
- The following wider Parish Councils who are not members of the Community Liaison Group, but are bodies which the Applicant was keen to engage with in advance of the application submission, to explain the proposals:
 - Wooton, Wooton Fields & Simpson Manor PC;
 - Stoke Bruerne PC;
 - East Hunsbury PC
 - Rothersthorpe PC
 - Quinton PC

- Gayton PC
- Other interested parties including:
 - Rt Hon. Dame Andrea Leadsom DBE MP
 - Rt Hon. Chris Heaton-Harris MP

Statement of Consultation

The above details of publicity and consultation have been provided to comply with the requirements of Regulation 7A of the 2011 Regulations and are intended as the Applicant's statement on the consultation undertaken for the non-material change application to the DCO.

**Appendix 2 –
Photographs of Northampton Gateway SRFI site, July 2022**

Northampton Gateway Rail, Terminal and Tunnel Progress Photos

Winvic Construction Limited

Friday 22nd July 2022

Week 81





winvic



Photo 1 – Installation of back of the wall drainage to Tunnel structure



Photo 2 – Bottom layer of the backfill to Tunnel



winvic



Photo 3 – Eastern side to Tunnel – earthworks and back of the wall drainage blocks installation



Photo 4 – Eastern side to Tunnel – earthworks and back of the wall drainage blocks installation



winvic



Photo 5 – Rail intermodal sidings view from North to South



Photo 6 – Earthworks to northern headshunt



Photo 7 – Track installation



Photo 8 – Terminal concrete slab installation



winvic

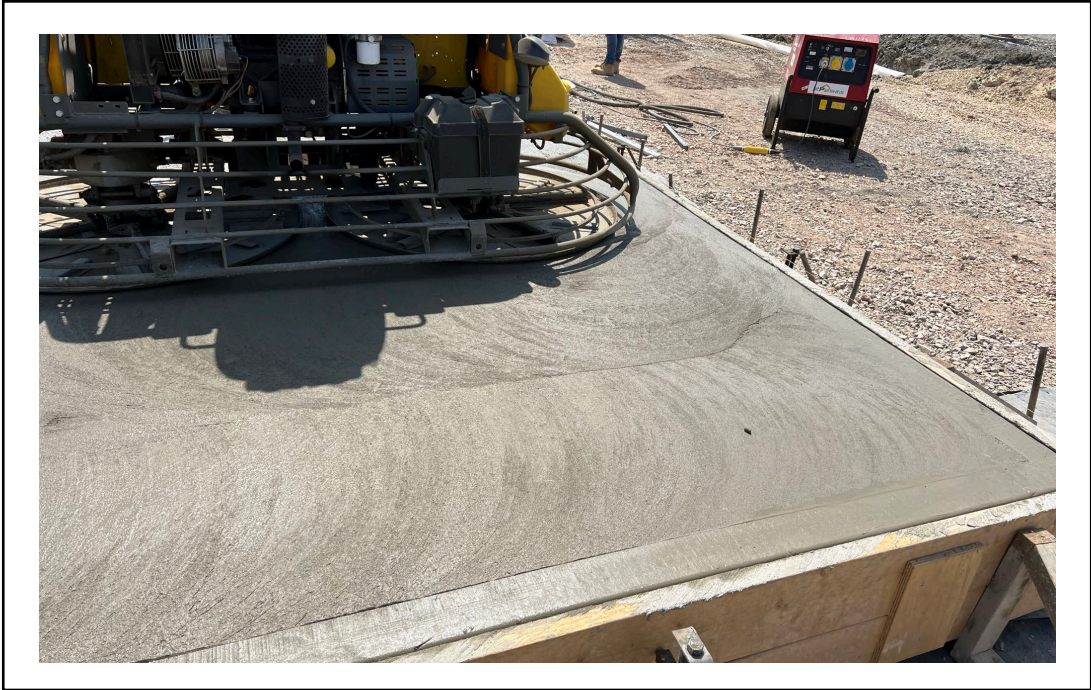


Photo 9 – Terminal concrete slab installation



Photo 10 – Terminal concrete slab prep works



winvic



Photo 11 – Terminal concrete slab installation

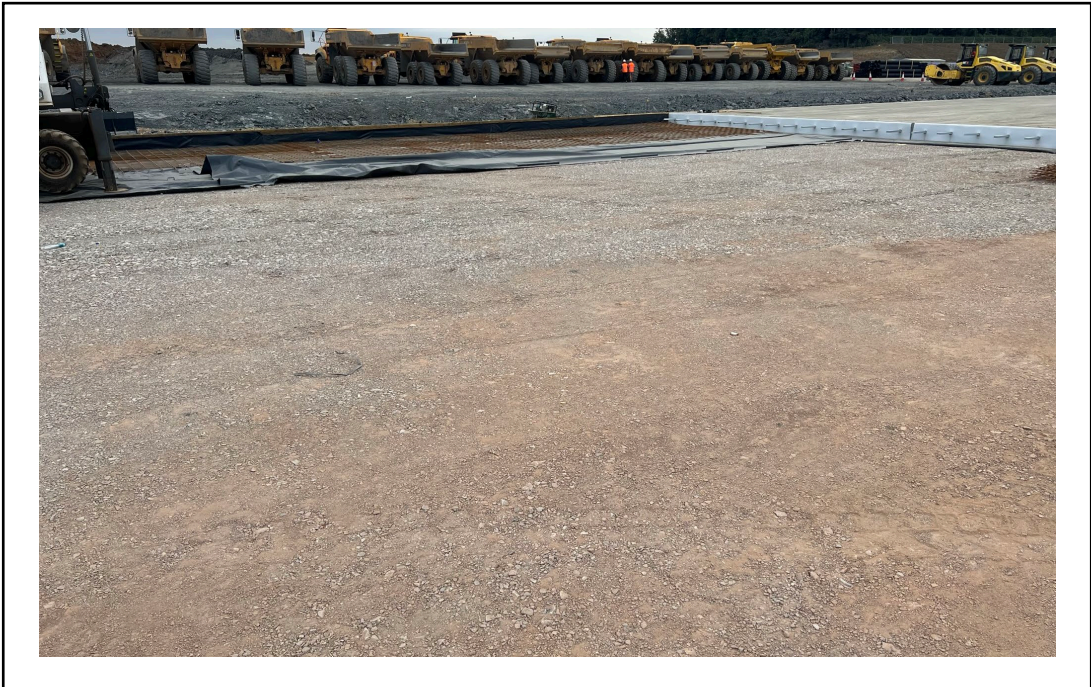


Photo 12 – Terminal concrete slab prep works

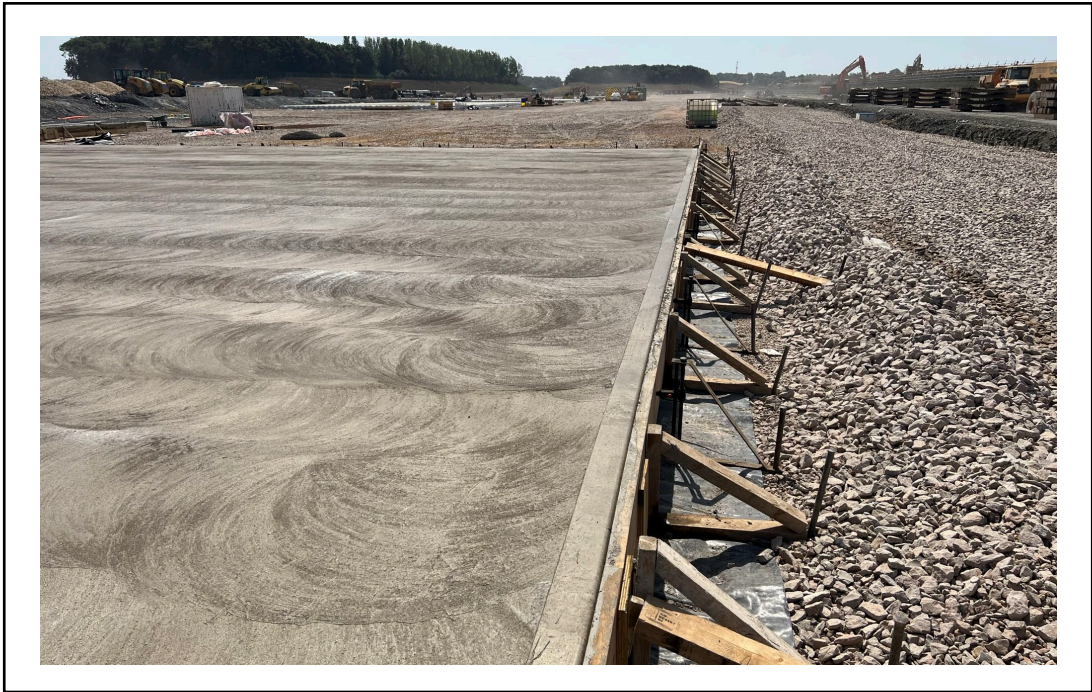


Photo 13 – Terminal concrete slab installation



Photo 14 – Northern side of Tunnel structure



winvic



Photo 15 – Earthworks to plot 4



Photo 16 – Southern side of Tunnel – drainage installation



winvic



Photo 17 – Northern end of the terminal – slabs

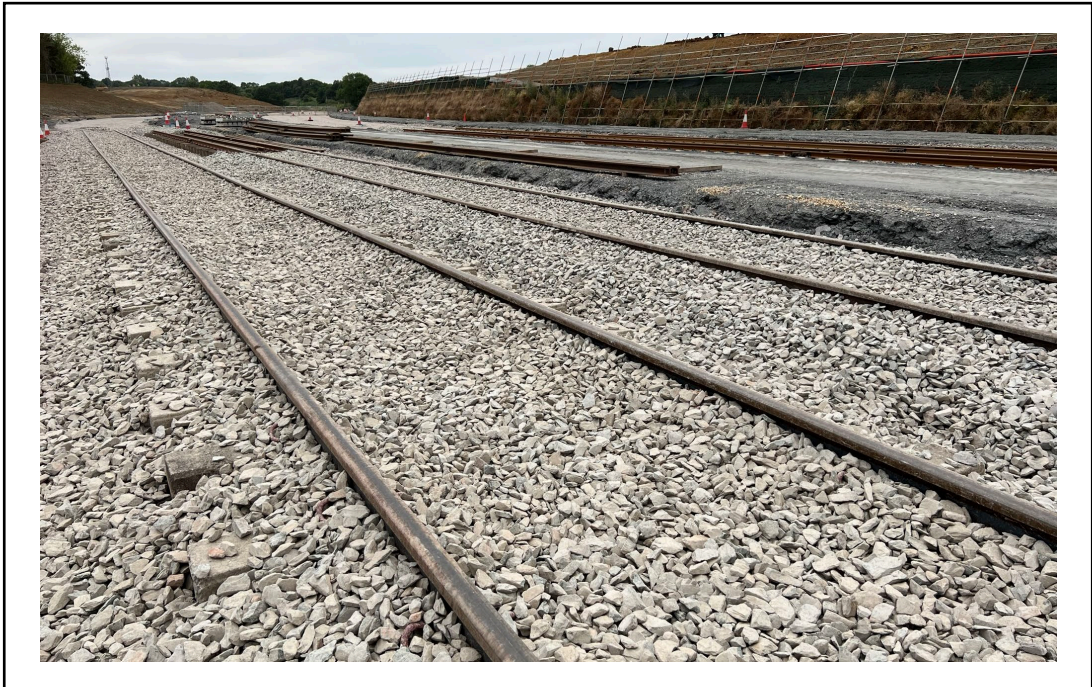
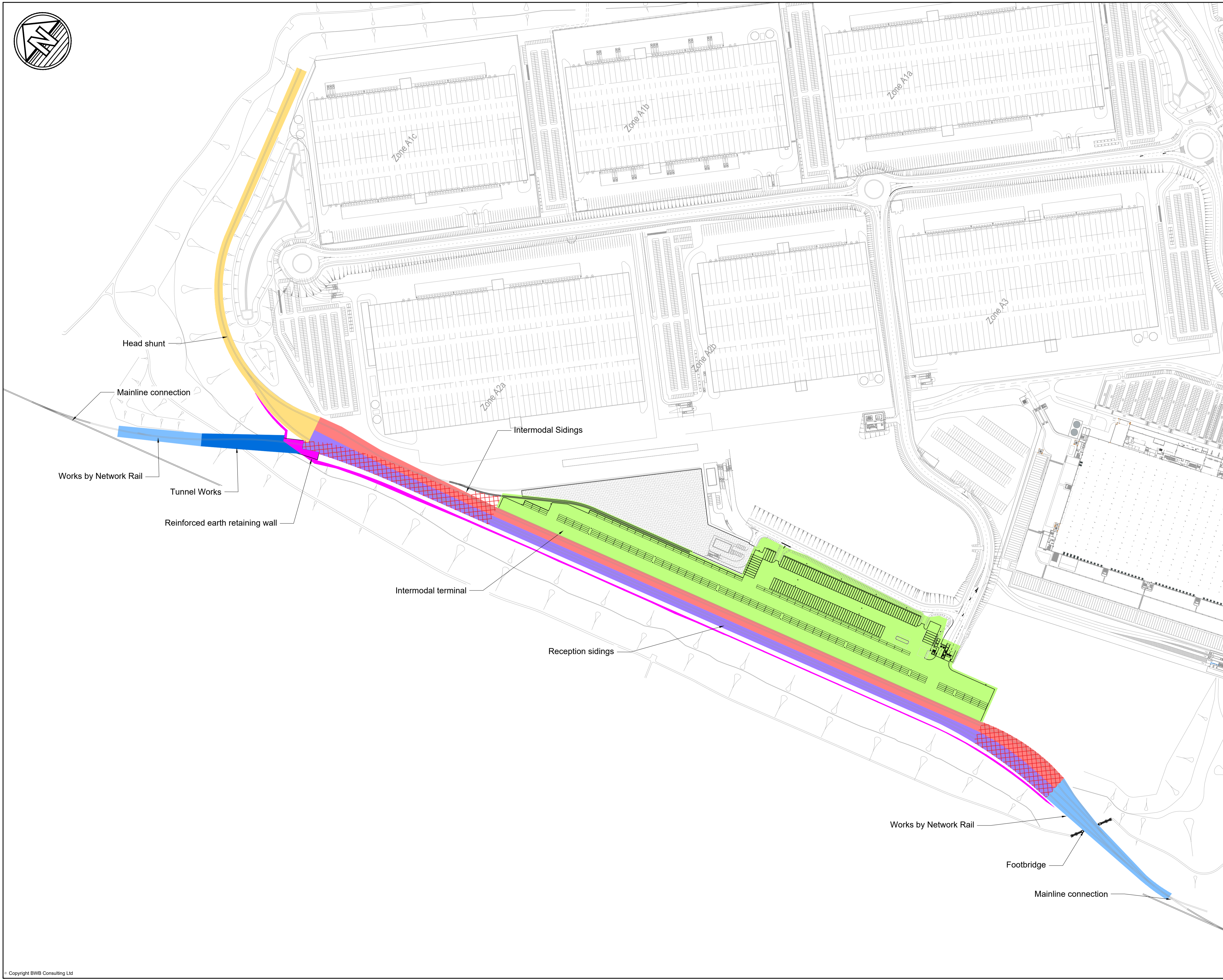
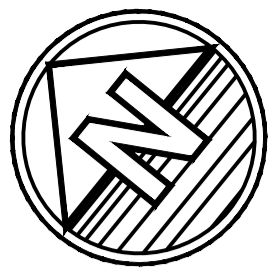


Photo 18 – Section of Intermodal siding

**Appendix 3 –
Plan showing entirety of rail infrastructure**



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

- Legend**
- Reinforced earth retaining wall
 - Intermodal sidings
 - Reception sidings
 - Works by Network Rail
 - Tunnel works
 - Intermodal terminal
 - Head shunt
 - Network Rail Construction Access

P06	08.04.22	Drawing title and legend updated	AL	SC
P05	18.03.22	Intermodal terminal area amended	SRH	SRH
P04	25.02.22	Network Rail Construction Access added	SRH	SRH
P03	20.01.22	Notes amended	SRH	SRH
P02	18.01.22	Notes amended	SRH	SRH
P01	09.11.21	Issue for Information	DF	SRH
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

BWB
A CAF GROUP COMPANY

Birmingham | 0121 233 3322
 Leeds | 0113 233 8000
 London | 020 7407 3879
 Manchester | 0161 233 4260
 Nottingham | 0115 924 1100
www.bwbconsulting.com

Client

SEGRO

Project Title

NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE

Drawing Title

COMPONENTS OF RAIL INFRASTRUCTURE

Drawn:	D.Fraser	Reviewed:	S.Hilditch
BWB Ref:	NTH2315	Date:	09.11.21
Scale@A1:	1:2500		

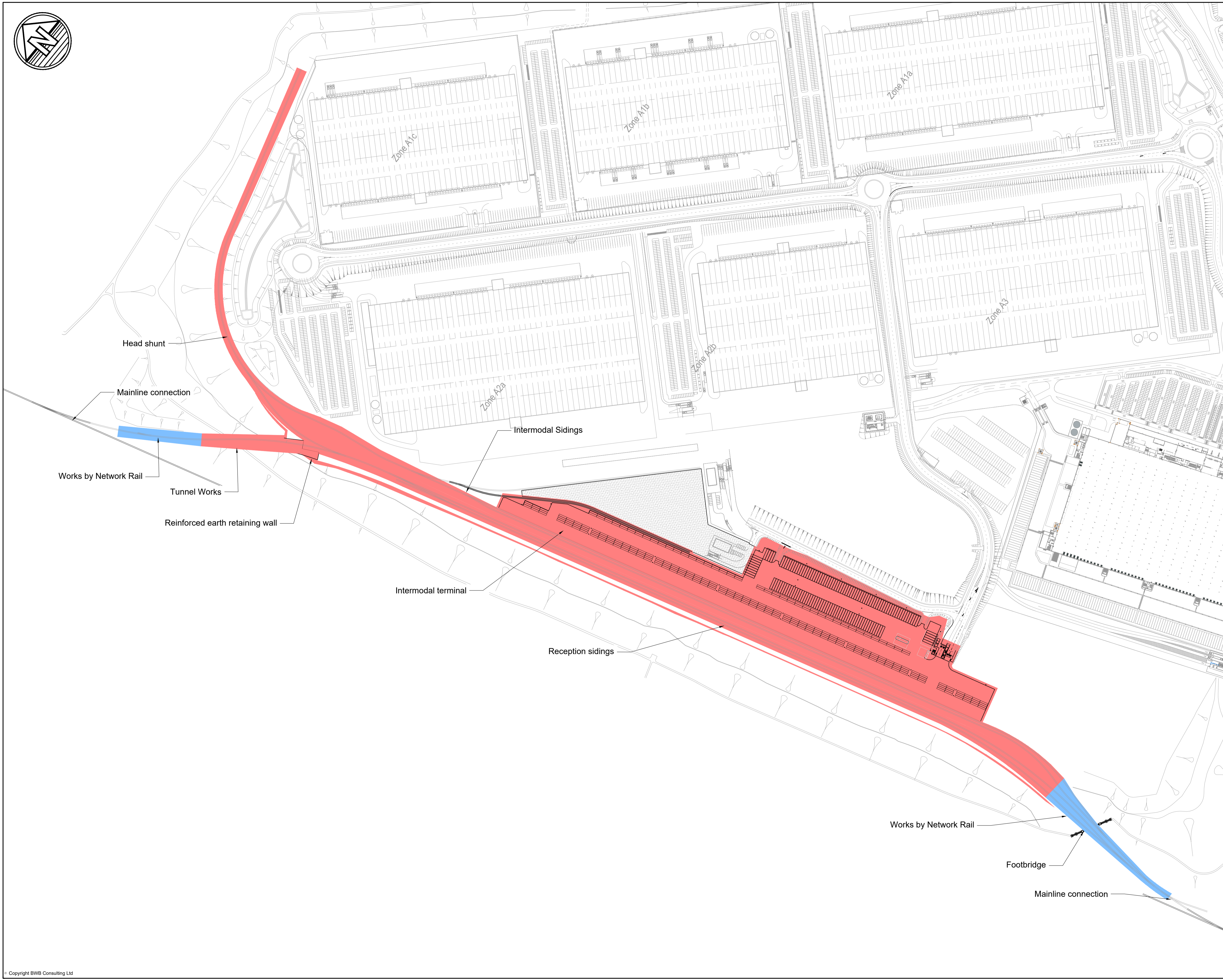
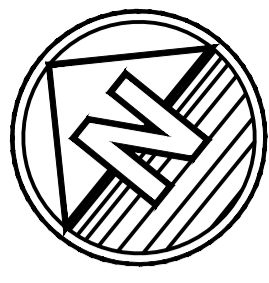
Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
NGW-BWB-GEN-XX-SK-C-SK285	S2	P06

**Appendix 4 –
Plan identifying rail Infrastructure constructed/to be constructed by Segro and
rail infrastructure to be constructed by Network Rail: Plan ref:**

NGW-BWB GEN XX-SK-C-SK315–S2-PO1



Notes

1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

- Works by the Undertaker
- Works by Network Rail

P01	08.04.22	Issue for Information	AL	SC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

BWB
A CAF GROUP COMPANY

- Birmingham | 0121 233 3322
- Leeds | 0113 233 8000
- London | 020 7407 3879
- Manchester | 0161 233 4260
- Nottingham | 0115 924 1100

www.bwbconsulting.com

Client

SEGRO

Project Title

NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE

Drawing Title

RAIL INFRASTRUCTURE PLAN

Drawn:	A.Linney	Reviewed:	S.Carter
BWB Ref:	NTH2315	Date:	08.04.22
Scale@A1:	1:2500		

Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
NGW-BWB-GEN-XX-SK-C-SK315	S2	P01

**Appendix 5 –
Maritime (terminal operator) Press Release**

Maritime Transport deal signals start of journey for rail freight interchange at SEGRO Logistics Park Northampton

14 June 2022 *United Kingdom*
Development

SEGRO and Maritime to double rail freight capacity at SEGRO Logistics Park East Midlands Gateway in the first deal since the designation of the East Midlands Freeport

Maritime Transport (Maritime) has agreed terms with SEGRO to become the rail operator at SEGRO Logistics Park Northampton. The deal, which includes the long-term lease of a new, 17-acre intermodal rail terminal and wider management role for Maritime, covering the rail infrastructure on the Logistics Park, will provide occupiers at Northampton and in the East Midlands with new, low carbon freight connections from UK container ports and other inland rail terminals with capacity for up to 16 daily trains, when fully operational.

The 775m long, open access, strategic rail freight interchange, capable of receiving the largest container freight trains with storage capacity for almost 2,500 TEU (20 ft equivalent containers) and parking for over 125 trucks, will be delivered by SEGRO as part of the infrastructure for SEGRO Logistics Park Northampton, its state-of-the-art logistics hub located four miles from Northampton and adjacent to Junction 15 of the M1. The development, which is currently in the early stages of construction, will deliver 5 million sq ft of modern warehouse space, on completion.

Supporting the rail terminal operation, Maritime will be making additional investments at the site, including the construction of a high specification, 4-storey office with welfare facilities, new container handling equipment and provisions for electric truck and car charging infrastructure.

In a separate agreement, SEGRO and Maritime have agreed terms to extend the rail facility at SEGRO Logistics Park East Midlands Gateway, doubling the capacity of the terminal. It is the first agreement signed since the designation of the East Midlands Freeport, UK's only inland freeport.

The original rail terminal at the Logistics Park opened in 2020 and has seen substantial growth, with an average of 10,000 containers moving through the terminal every month. The second phase, which will be delivered by Q3 2023, will provide two additional rail sidings, a further 12 acres for container storage, parking for 115 HGVs and a new 20,000 sq ft office and welfare building. The terminal currently operates six trains a day to locations including Felixstowe, Liverpool, London Gateway and Southampton. All occupiers at SEGRO Logistics Park East

Midlands Gateway, including a diverse mix of businesses such as Kuehne + Nagel, Arvato, Games Workshop and DHL, currently make use of the rail terminal at the site.



Andrew Pilsworth, Managing Director, National Logistics at SEGRO said:

“Rail freight is proven to be an efficient, reliable and more sustainable method for transporting goods across the UK and has a key role to play as the UK transitions to lower carbon growth.

“Following the successful growth and operation of the first rail freight terminal at SEGRO Logistics Park East Midlands Gateway, it’s great to have Maritime on board to deliver the next phase at the site as well as the purpose-built strategic rail interchange at SEGRO Logistics Park Northampton. Both locations will serve as critical links in UK supply chains and connect to the country’s rail network and ports, creating greater efficiency and resilience as well as supporting local economic growth.”

John Williams, Executive Chairman at Maritime, said:

“These developments, at SEGRO Logistics Park Northampton and SEGRO Logistics Park East Midlands Gateway, are important, long-term commitments for Maritime to reduce our environmental footprint by developing a network of low carbon, strategic freight connections across the country to promote modal shift from road to rail for container transport and for domestic distribution, with local distribution by electric-powered trucks.

“Building and operating modern, inland rail freight interchanges, supported by the largest dedicated fleet of vehicles in the country, enables us to deliver terminal to terminal rail solutions and highly efficient rail to door and door to rail services for our customers who are looking for long term, supply chain protection and sustainable transport solutions.”

**Appendix 6 –
Statement of Network Rail**

NORTHAMPTON GATEWAY – SUBMISSION TO DEPARTMENT FOR TRANSPORT FOR AMENDMENT TO REQUIREMENT 3(3) OF THE NORTHAMPTON GATEWAY DCO

1. Network Rail (NR) have been working closely with SEGRO O Junction 15 Ltd (Junction 15) Ltd (formerly Roxhill (Junction 15) Ltd) on the implementation of the Northampton Gateway Rail Freight Interchange.
2. Discussions between NR and SEGRO commenced in 2017 well in advance of the approval of the Development Consent Order (DCO) and have continued since. The following agreements have been entered into with SEGRO:
 - Basic Services Agreement
 - Framework Agreement
 - Overbridge Agreement
 - Development Services Agreement
 - Several Asset Protection Agreements
3. NR therefore have a good working relationship with SEGRO with regular meetings held to discuss all the relevant aspects of the development. These meetings comprise:
 - Weekly technical meetings, SEGRO and NR
 - Weekly governance and commercial meetings, SEGRO and NR
 - Fortnightly construction coordination meetings, SEGRO main contractor and NR construction team
 - Fortnightly senior management meeting, SEGRO and NR
4. In addition to substantial funding on design and scheme development, SEGRO have also funded NR to clear substantial vegetation along the route of the rail connections and extensive survey work. SEGRO are also to advance fund the acquisition of materials for the connection works which will be purchased and stored until needed.
5. NR are aware that the DCO includes a requirement which prevents any warehousing constructed under the DCO being occupied prior to the rail terminal being operational. The rail terminal is currently under construction and SEGRO are proceeding with the construction of all elements of the rail infrastructure which they are to construct.
6. NR is to construct two main line connections. To construct those connections, it will be necessary for the main line to be closed for approximately 9 days. Such blockades on the WCML will be disruptive and are subject to a number of considerations including the need to encourage recovery following the pandemic and to avoid disruptions during key periods – such as when there are major sporting events.
7. To minimise disruption every effort is being made to time the connection works with other essential pre-planned works to take advantage of the same closures. There are a number of pre-planned 29 hour blockades which can be used to carry out advanced works. In this way it

may be possible to carry out smaller elements of the connection works piggy backing on other closures but spread over a longer period of time avoiding the lengthy closures.

8. Such an approach would minimise disruption but, as a result, it is likely that, whilst all the rail infrastructure to be constructed by SEGRO will be finished, the actual rail connections to the main line will not have been made in advance of the timing of warehousing being ready for occupation.
9. NR acknowledge that SEGRO have taken, and are taking, all the steps they can to deliver an operational rail terminal and will continue to work with SEGRO to ensure that the main line connections are made as soon as practicable having regard to the constraints mentioned above.
10. The current expectation is that the rail connections will be commissioned in January 2024 however that position is subject to change and NR is not yet in a position to confirm the actual date of commissioning.
11. For the above reasons NR supports SEGRO in their application to amend the DCO.



James Dean
WCML South Route Director
Network Rail

**Appendix 7 –
Letter from Maritime**



Maritime Transport Limited

Maritime House
Clickett Hill Road
Felixstowe
Suffolk IP11 4AX

Tel: +44 (0)1394 617300

Fax: +44 (0)1394 617299

Kate Bedson
Senior Development Director, National Logistics
SEGRO plc
Lumonics House
Valley Drive
Swift Valley
CV21 1TQ

13th October 2021

RE: Northampton Gateway – Rail Freight Terminal

[REDACTED]

I am writing, as requested, to set out the role my company has had in implementing and operating our Strategic Rail Freight Interchange (SRFI) at SEGRO Logistics Park East Midlands Gateway (EMG), and our intentions with respect to the Northampton Gateway SRFI, where we have been appointed as preferred operator.

Established in 2001, Maritime is one of the largest and fastest-growing independent transport operators in the UK, providing end-to-end logistical solutions to the country's best-known brands. We have diversified over the years to offer complete supply chain coverage, now operating in container transport, domestic distribution, warehousing, off dock laden and empty storage, container repairs, freight management, and truck sales. To date, we operate more than 2,000 vehicles from 40+ strategically-placed UK depots.

In 2019, we launched our rail freight division, Maritime Intermodal, as part of our commitment to increased resource, and now operate 13 services daily with contracted space on various others from our terminals in Tilbury, Tamworth (BIFT), Wakefield, Trafford Park, and EMG. Furthermore, we are actively pursuing a number of other rail freight interchanges to complement our growing network, opening new areas to rail freight and offering increased opportunity to drive modal shift.

Of strategic interest to us is domestic curtainsided transport, as it has not made the same transition to rail as international containers. Historically, this has been mainly due to road transport costs at the start and finish of journeys, rather than at one end only, making road transport more cost-effective. By working closely with retailers and manufacturers, we can identify where there are opportunities to transfer road-based door-to-door domestic movements to rail, utilising our combined road-rail network.

With the development of sites such as EMG and Northampton Gateway being geographically-strategic rather than adding to an existing cluster, coupled with obvious environmental benefits and security of supply in a market where resource has become one of, if not, the most significant concern for UK retailers and manufacturers, we expect to leverage significant conversion of current road volumes to rail.

More recently, our respective companies have worked together to deliver EMG which is now a thriving SRFI. Works at EMG commenced on site in 2018, and the terminal was opened by Rail Minister, Chris Heaton-Harris, in February 2020.



EMG is open-access, and now sees an average 12 train arrivals and departures per day. Additionally, within the first 12 months of operation, the terminal handled over 100,000 containers to and from the major UK container ports, where the connected shipping lines offer weekly services to 150+ destinations across the globe.

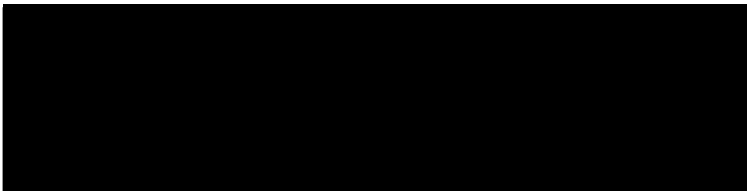
Warehouse occupiers at EMG are all utilising rail, including companies who occupied the logistics park well in advance of the terminal commencing operations. The growing concentration of activity centred upon EMG is reflected in the average distance travelled by vehicles from the terminal of just 20 miles. Therefore, combined with the volume of containers transferred from road to rail from the ports, an average 150 miles are saved per container in each direction for EMG-based clients.

To further the environmental benefits of using our terminal at EMG, we are trialling the use of biofuel for the services it operates, capable of reducing emissions by up to 90%.

It is our intention to replicate this success at Northampton Gateway, and we were pleased to have had the opportunity to influence the detailed design of the terminal which is now under construction. As preferred operator, we have already committed significant resource to the Northampton Gateway scheme, and look forward to concluding the Agreement for Lease as soon as possible.

I understand the connection to the mainline is dependent upon Network Rail's programming, however, our commitment to the scheme is such that we are pleased to work with you to ensure the rail terminal is operational as soon as possible.

Yours sincerely,



John Williams
Group Executive Chairman

**Appendix 8 –
Draft DCO Amendment Order**

202* No. 000

INFRASTRUCTURE PLANNING

**THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE
(AMENDMENT) ORDER 202***

Made - - - - - ***
Laid before Parliament ***
Coming into force - - - ***

CONTENTS

**PART 1
PRELIMINARY**

1. Citation and commencement
2. Amendment of The Northampton Gateway Rail Freight Interchange Order 2019

An application has been submitted under paragraph 2 of Schedule 6 to the Planning Act 2008^(a) to the Secretary of State in accordance with the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011^(b) for a non-material change to the Northampton Gateway Rail Freight Interchange Order 2019^(c).

The Secretary of State, having considered the responses to the publicity and consultation carried out in accordance with regulations 6 and 7 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011, has decided to make this Order amending the Northampton Gateway Rail Freight Interchange Order 2019 (as amended by the Northampton Gateway Rail Freight Interchange (Correction) Order 2020).

The Secretary of State, in exercise of the powers conferred by paragraph 2 of Schedule 6 to the Planning Act 2008, makes the following Order—

**PART 1
PRELIMINARY**

Citation and commencement

1. This Order may be cited as the Northampton Gateway Rail Freight Interchange (Amendment) Order [202*] and shall come into force on [] [202*].

(a) 2008 c. 29.
(b) S.I. 2011/2055.
(c) S.I. 2019/1358 as corrected by S.I. 2020/XXXX.

Amendment of The Northampton Gateway Rail Freight Interchange Order 2019

2.—(1) The Northampton Gateway Rail Freight Interchange Order 2019 (as amended by the Northampton Gateway Rail Freight Interchange (Correction) Order 2020) is amended by this Order as follows—

(2) in article 2(1) insert a new definition as follows—

“rail infrastructure plan” means the document of that description referred to in Schedule 16 and certified as the rail infrastructure plan by the Secretary of State for the purposes of this Order;”

(3) In Schedule 2 delete paragraph 3 (3) and replace as follows—

“The rail infrastructure within the area coloured pink on the rail infrastructure plan must be completed prior to the occupation of any of the warehousing and both of the connections to the West Coast Main Line railway must have been constructed and commissioned sufficient for the rail terminal to be operational prior to the occupation of more than 232,260 square metres of the warehousing unless otherwise agreed in writing with the relevant planning authority.”

(4) in Schedule 16 insert a new entry in the table as follows—

<i>Document/Plan</i>	<i>Document Number</i>	<i>Document date/Plan number with revision number</i>
The rail infrastructure plan	-	NGW-BWB-GEN-XX-SK-C-SK315-S2-P01

Signatory text

Address
Date

Name
Parliamentary Under Secretary of State
Department

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends The Northampton Gateway Rail Freight Interchange Order 2019 (as amended by the Northampton Gateway Rail Freight Interchange (Correction) Order 2020), a development consent order under the Planning Act 2008.

This Order follows an application under paragraph 2 of Schedule 6 to the Planning Act 2008 for a non-material change to allow for changes to the phasing of the authorised development.

The changes to the Northampton Gateway Rail Freight Interchange Order 2019 (as amended by the Northampton Gateway Rail Freight Interchange (Correction) Order 2020) take effect from the date specified in this Order.

**Appendix 9 –
Transport Technical Note
(Summary of Transport Matters)**

SEGRO LOGISTICS PARK, NORTHAMPTON: DCO AMENDMENT SUMMARY OF TRANSPORT MATTERS

Introduction

1. This note provides a summary of the consultation undertaken with National Highways and West Northamptonshire Council (WNC) regarding the proposed amendment to the DCO Requirement 3-(3) the Segro Logistic Park, Northampton site.
2. ADC Infrastructure Technical Note ‘DCO Amendment’ (reference ADC2808-RP-A-v5) is provided at **Appendix 1**. The Technical Note considers the transport implications of the proposed DCO amendment with regards to traffic generation and off-site highway impact. It also considers the potential impact on rail freight at the site via reference to SEGRO’s East Midlands Gateway SRFI site. It concludes that there would not be an adverse impact on the traffic generation associated with the proposed amendment to the DCO, and it would not adversely impact the future take up of the use of the rail terminal by the on-site warehousing at SEGRO’s Northampton site.
3. In summary, the nature of the proposed change – to allow for the occupation of some warehousing in advance of the operation of the rail terminal, delays the point at which additional traffic using the rail terminal from outside of the development will be attracted to the site. No changes are proposed to any other aspect of the DCO, including delivery of highway mitigation works. The highway infrastructure required to be provided in advance of occupation is currently under construction and will be completed as required by the DCO. That highway infrastructure is designed to cope with warehouse occupation and the external traffic which will only visit the site to use the rail terminal. Accordingly, there are no adverse impacts resulting from the proposed change which would see less road traffic in advance of the rail terminal being operational than would otherwise be expected.
4. The Technical Note was submitted to National Highways and WNC on 4 April 2022¹.

National Highways

5. National Highways responded in their email dated 19 May 2022, stating:

“...Having reviewed the information provided, we note that the rail terminal is likely to generate a significant number of trips once it is fully operational. Hence, as a result of the delay in the connection and opening of the rail terminal, the traffic impact on the nearby road network is likely to be reduced from the original estimates included in the Transport Assessment (TA). We also note that all the infrastructure necessary, including highway improvements, to serve the site will be in place before the occupation of the 232,260 sqm warehousing unit.

We would however welcome confirmation on when mitigations proposed, both on and off the Strategic Road Network (SRN), are expected to be delivered, including what has already been delivered. If there are any potential changes to the delivery timescales of mitigations, we would welcome an understanding of whether there are likely to be any adverse impacts on the operation of the SRN as a result.

¹ Note: after the preparation of Technical Note provided at Appendix A, SEGRO have taken the decision not to seek the second alternative higher floor space figure referenced at paragraph 1.9 of the Technical Note. This has no impact on the findings of the Technical Note.

In principle, we do not consider that the proposed amendment to requirement 3–(3) is likely to have a material impact on the Strategic Road Network (SRN) in the area; however, we would welcome the further detail requested above to confirm this."

6. ADC subsequently confirmed to National Highways on 23 May 2022 that the highway mitigation works are progressing in line with the expected programme and the triggers as set out in the DCO, and that the proposed amendment to the DCO Requirement 3-(3) will not seek any changes to the highway mitigation works requirements, or timing of their delivery (much of which is progressing earlier than required by the DCO – e.g. work to bring forward the Roade Bypass).

7. National Highways responded on 8 June 2022, stating:

"We acknowledge that the proposed amendment to the DCO requirement 3–(3) will not seek any change to the highway mitigation works required. Further to this, we note that the off-site highway mitigations are progressing in line with the expected timescales, with the M1 J15 improvements anticipated to be completed prior to the first occupation of the development.

Based on the above, we do not consider that the proposed amendment to requirement 3–(3) is likely to have a significant impact on the Strategic Road Network (SRN) in the area. As such, we have no further comments to make."

8. National Highways have therefore confirmed that they are satisfied that the proposed amendment to the DCO Requirement 3-(3) would not have a significant impact on the Strategic Road Network.
9. A copy of the correspondence with National Highways is provided at **Appendix 2**.

West Northamptonshire Council (WNC)

10. WNC responded on 12 May 2022 and provided 'Technical Note 001', a copy of which is provided at **Appendix 3**. WNC's technical note provided several comments and requested additional information. ADC responded to WNC's questions and comments via a Technical Note 'Response to WNC Technical Note 001' (reference ADC2808-RP-B-v2) on 27 May 2022 (**Appendix 4**).
11. ADC and SEGRO subsequently met with WNC on 6 July 2022 to provide an opportunity to further discuss the proposed amendment to the DCO and answer any remaining questions.

ADC Infrastructure Ltd
26 July 2022

APPENDIX 1

Technical Note ‘DCO Amendment’ (reference ADC2808-RP-A-v5)

SEGRO

SEGRO LOGISTICS PARK, NORTHAMPTON

DCO AMENDMENT

ADC Infrastructure Limited
4th Floor, City Building
34-36 Carrington Street
Nottingham
NG1 7FG

tel. 0115 941 4817

www.ADCinfrastructure.com

project number: ADC2808		report reference: ADC2808-RP-A	
version	date	author	comments
5	19/04/2022	Stuart Dunhill	issued to highway authorities

CONTENTS

1.0	INTRODUCTION.....	3
2.0	IMPACT ON TRAFFIC GENERATION	5
3.0	IMPACT ON USE OF RAIL TERMINAL.....	8
4.0	SUMMARY AND CONCLUSIONS.....	9

Appendix A Letter from Maritime

1.0 INTRODUCTION

- 1.1 This Technical Note has been prepared by ADC Infrastructure Ltd on behalf of SEGRO (Junction 15) Ltd to examine the transport related implications for their proposed amendment to the Development Consent Order (DCO) for their SEGRO Logistics Park Northampton (SLP Northampton) development.
- 1.2 The DCO was made in October 2019 and permitted the following at the SLP Northampton site:
- an intermodal freight terminal including container and HGV parking, rail sidings to serve individual warehouses, and the provision of an aggregates facility as part of the intermodal freight terminal, with the capability to also provide a rapid rail freight facility;
 - up to 468,000 sqm of warehousing and ancillary buildings, with the additional floorspace provided in the form of mezzanines;
 - a secure, dedicated, HGV parking area of approximately 120 spaces including driver welfare facilities to meet the needs of HGVs visiting the site or intermodal terminal;
 - new road infrastructure and works to the existing road network, including the provision of a new access and associated works to the A508, a new bypass to the village of Roade, improvements to Junction 15 and to J15A of the M1 motorway, the A45, and other highway improvements at junctions on the local highway network and related traffic management measures;
 - strategic landscaping and tree planting, including diverted public rights of way;
 - earthworks and demolition of existing structures on the SLP Northampton site.
- 1.3 There are requirements associated with the DCO. Requirement 3 relates to the components of the development and phasing, and states at 3-(3):
- “A rail terminal capable of handling at least four intermodal trains per day, including 775 metre length trains, must be constructed and available for use prior to the occupation of any of the warehousing.”*
- 1.4 Construction at the SLP Northampton site is underway, with significant interest from occupiers. The contract for the construction of the rail terminal has also been let with the rail terminal scheduled for completion by Autumn 2022, with Maritime Ltd confirmed as the rail terminal operator.
- 1.5 Notwithstanding the above, Network Rail have confirmed to SEGRO that it will not be possible to provide the required rail connection in the short term, with the expected connection date being in January 2024, citing that it is in the national best interest to keep disruption to the rail network to a minimum whilst the rail industry seeks to recover from the negative impact that the COVID-19 pandemic has had on rail passenger numbers.
- 1.6 SEGRO are therefore faced with the prospect of having units complete at SLP Northampton but being unable to allow their occupation. SEGRO wish to avoid this outcome, which has significant potential to stymie economic growth at a critical time when the country is seeking to emerge from the effects of the pandemic.
- 1.7 An application to amend the DCO in relation to Requirement 3-(3) is therefore to be made. The background to the amendment is set out in the non-material change explanatory note and reference to that document should be made for full details. However, in summary, it is proposed that the amendment would allow occupation of up to 232,260 sqm (equivalent to 2.5 million sqft) of the warehousing floor space at SLP Northampton (unless otherwise agreed

in writing with the relevant planning authority) in advance of the rail connection being in place and the rail terminal being able for use as described in Requirement 3-(3).

- 1.8 The ability to agree a revised floorspace limit with the local authority is seen as highly desirable to allow for the position to be re-visited, if necessary, without the need for a formal amendment procedure. This is in the context of there not being any significant environmental effects arising from the change and therefore no issue with providing the local planning authority with the ability to vary the requirement.
- 1.9 In the event that it is not considered acceptable for the local planning authority to be able to review the position then a floorspace limit of 371,612 square metres (equivalent to 4million sq. ft) would be sought to provide increased confidence that there would be no need for a further formal amendment to the DCO and to allow commitments in response to occupier interest to be maintained.
- 1.10 This Technical Note therefore considers the transport implications of the proposed DCO amendment with regards to traffic generation and off-site highway impact. It also considers the potential impact on rail freight at the site via reference to SEGRO's East Midlands Gateway SRFI site.
- 1.11 It is concluded that there would not be an adverse impact on the traffic generation associated with the proposed amendment to the DCO, and it would not adversely impact the future take up of the use of the rail terminal by the on-site warehousing at SLP Northampton.

2.0 IMPACT ON TRAFFIC GENERATION

- 2.1 The trip generation for the SLP Northampton development is set out in Chapter 5 of the approved Transport Assessment (TA), with the detailed trip generation calculations provided at Technical Note 2¹ and the Addendum to Technical Note 2², the latter of which considers a potential opening year scenario.
- 2.2 Both Chapter 5 of the TA and Section 4 of Technical Note 2 describe the type of trips that will occur at the SLP Northampton site, which are as follows:
1. Employee trips to and from work at both the B8 units and the rail terminal.
 2. Visitor and delivery trips to both the B8 units and the rail terminal.
 3. HGV traffic to and from the B8 units.
 4. HGV traffic to and from the rail terminal.
 5. HGV (or tug) traffic between the rail terminal and the B8 units.
 6. Rail trips.
- 2.3 Only trip types 1 to 4 will use the off-site highway network. Trip type 5 will be on the internal road network within the SLP Northampton site, between the rail terminal and warehousing. Trip type 6 will be on the rail network only.
- 2.4 Table 4 of Appendix B of Technical Note 2 presents estimates for the containers per day that are likely to be handled at the rail terminal, based on a range of train movements a day. Estimates are provided for between 2 and 16 trains per day, giving the container movements at the rail terminal. An HGV to container handling ratio of 1.4 HGVs per container was agreed for the SLP Northampton site. Based on that ratio, the number of HGV movements associated with the rail terminal was determined. This is summarised in the table below.

Forecast HGV movements associated with the rail terminal		
Trains per day	Containers per day	Rail terminal HGV movements per day
2	107	150
3.6	243	340
7	532	745
9.6	823	1152
13	1124	1574
15	1332	1865
16	1384	1938

An HGV movement can be either inbound or outbound

- 2.5 Section 5 of Technical Note 2 sets out the trip generation associated with the warehousing, and Section 6 of Technical Note 2 sets out the trip generation associated with the rail terminal. Section 7 of Technical Note 2 details the interaction between the warehousing and rail terminal (i.e. trip type 5).
- 2.6 Section 7 draws on evidence from other SRFI sites to determine the likely level of interaction between the rail terminal and the on the on-site warehousing. Based on that assessment, it was agreed that the assessment of the SLP Northampton site be based on 40% of the rail

¹ [ES TR App 12.1 - TA App 5 - TN2 Trip Generation](#)

² [ES TR App 12.1 - TA App 6 - TN2 Addend Opening Yr Trip Gen](#)

terminal HGV traffic being captured on-site with an origin and destination within the SLP Northampton site, but with 60% of the HGV traffic having origins and destinations off-site, i.e. movements between off-site warehousing and the rail terminal.

- 2.7 To avoid double counting the 40% of internalised HGV movements between the rail terminal and the warehouse units (which represent a modal shift from road freight to rail freight), with off-site HGV movements to and from the warehousing, the 40% of internalised HGV movements were deducted from the HGV movements associated with the warehousing (Table 6 of Technical Note 2), thereby reducing the amount of off-site (external) HGV traffic associated with the warehousing.
- 2.8 If the rail connection was not available from occupation of the warehousing, then all HGV movements associated with the warehousing would be external to the SLP Northampton site. However, it can be seen from the 40%/60% split between internalised and external HGV trips associated with the rail terminal, that in all cases the rail terminal was assessed as generating more off-site HGV traffic (between the rail terminal and off-site warehousing) than it removed due to the interaction with the on-site warehousing. This is illustrated in the table below.

Off-site HGV traffic generation associated with the rail terminal					
Trains per day	Containers per day	Rail terminal HGV movements per day (A)	Internal HGV movements per day (40% of (A))	External HGV movements per day (60% of (A))	Net external HGV movements at SLP-N per day
2	107	150	60	90	+30
3.6	243	340	136	204	+68
7	532	745	298	447	+149
9.6	823	1152	461	691	+230
13	1124	1574	630	944	+314
15	1332	1865	746	1119	+373
16	1384	1938	775	1163	+388

An HGV movement can be either inbound or outbound

- 2.9 Therefore, the rail terminal is a traffic generator within its own right. Hence, should the rail connection be delayed beyond the occupation of the warehousing units on the SLP Northampton site, the effect would be a reduction in off-site HGV movements associated with the development on the road network local to the site and within the catchment of the rail terminal (assessed as a 1-hour drive time from the SLP Northampton site). There would be the following reduction in off-site HGV trips.

Trains per day	Reduction in off-site HGV traffic generation
2	-30
3.6	-68
7	-149
9.6	-230
13	-314
15	-373
16	-388

- 2.10 The DCO also includes allowance for a Rapid Rail Freight (RRF) facility at the rail terminal for the SLP Northampton development. No allowance for internalisation of the RRF facility traffic was made in the traffic generation calculations and hence all traffic associated with the RRF was assessed as off-site traffic. The HGV traffic associated with the RRF was set out at Table 6 of Technical Note 2. It identifies that the RRF facility would generate up to 302 off-site two-way HGV movements per day, based on the RRF operating at 12 trains per day. The HGV trips associated with the RRF facility would not be realised in the short term, until the rail connection was in place and the RRF facility operational.
- 2.11 In addition, the rail terminal and RRF facility will generate light vehicle movements associated with employees. The employee trips are set out at Table 4 of Technical Note 2 and Table 11 of the Addendum to Technical Note 2, which show that an allowance of 174 two-way car trips per day was made for the rail terminal and RRF facility operating at full capacity, and an allowance of 30 two-way car trips per day was made in the opening year, based on the rail terminal operating at 4 trains per day. The car-based trips would not be realised in the short term, until the rail connection was in place and the rail terminal and RRF facility operational.
- 2.12 Therefore, should there be a delay in providing the rail connection for the rail terminal and RRF, and hence a delay in the opening of the rail terminal and RRF facility, the net impact would be a reduction in off-site traffic generated by the SLP Northampton development. Hence, there would be no adverse impact on the consented SLP Northampton highway mitigation package.
- 2.13 It would however mean that the opportunity for modal shift from road freight to rail freight for the longer distance journeys to and from the SLP Northampton site would be delayed until the rail connection was available. However, as examined in Section 3 of this Technical Note, there is no evidence to suggest that the absence of a rail connection at the time of occupation of the warehousing units at SRFI sites adversely impacts the future take up of the use of the rail terminal by the on-site warehousing. Hence, once the rail connection is in place, the modal shift from road to rail freight will be realised.

3.0 IMPACT ON TAKE UP OF USE OF RAIL TERMINAL

- 3.1 SEGRO operate EMG SRFI located at M1 J24 in Leicestershire. The DCO for EMG SRFI was granted in January 2016 for up to 6 million sqft of warehouse and distribution logistics accommodation as well as a 50-acre rail terminal. The DCO for EMG SRFI allowed up to 260,000sqm of warehousing space to be operational at the site prior to the rail connection being in place.
- 3.2 Construction at EMG SRFI commenced in January 2017, with the first warehousing unit, Kuehne and Nagel, operational in April 2019 and the second occupier, Amazon, operational in August 2019. GXO and Verry/Shop Direct commenced operations in January 2020 and March 2020, respectively, with Games Workshop operational and leases commenced on plots 7 and 12 for DHL, plot 8 for Amazon, and plot 9 for Arvarto during 2021.
- 3.3 The rail terminal at EMG SRFI is operated by Maritime Ltd. It was opened in February 2020 and therefore the rail terminal was not operational until after the first warehousing units were occupied at the EMG SRFI site. However, despite this, since the opening of the rail terminal the occupiers of all of the warehousing on the EMG SRFI site are all using rail, notably including all the operators who occupied in advance of the rail terminal being operational. This is confirmed in a letter provided by Maritime (**Appendix A**). This success is expected to be repeated at the SLP Northampton site.
- 3.4 Construction at the SLP Northampton site is underway, with significant interest from occupiers. The contract for the construction of the rail terminal has been let, with the rail terminal scheduled for completion by Autumn 2022, apart for some track laying that is to be delayed to allow access for Network Rail to its construction area. Maritime confirm within their letter that they are committed to ensuring that as soon as Network Rail are able to construct the connections to the mainline, the rail terminal can be operational immediately.
- 3.5 Based on the evidence from EMG SRFI, it is concluded that the absence of a rail connection at the time of occupation of the warehousing units will not adversely impact the future take up of the use of the rail terminal by the on-site warehousing at SLP Northampton. Hence, once the rail connection is in place, the modal shift from road to rail freight will be realised.

4.0 SUMMARY AND CONCLUSIONS

- 4.1 This Technical Note has been prepared by ADC Infrastructure Ltd on behalf of SEGRO (Junction 15) Ltd to examine the transport related implications for their proposed amendment to the Development Consent Order (DCO) for their SEGRO Logistics Park Northampton Gateway (SLP Northampton) development.
- 4.2 An application to amend the DCO in relation to Requirement 3-(3) is to be made. In summary, it is proposed that the amendment would allow occupation of warehousing floor space at SLP Northampton in advance of the rail connection being in place and the rail terminal operational.
- 4.3 This Technical Note therefore considers the transport implications of the proposed DCO amendment with regards to traffic generation and off-site highway impact. It also considers the potential impact on rail freight at the site via reference to SEGRO's East Midlands Gateway SRFI site.
- 4.4 It is concluded that there would not be an adverse impact on the traffic generation associated with the proposed amendment to the DCO, and it would not adversely impact the future take up of the use of the rail terminal by the on-site warehousing at SLP Northampton.

APPENDIX A

LETTER FROM MARITIME



Maritime Transport Limited

Maritime House
Clickett Hill Road
Felixstowe
Suffolk IP11 4AX

Tel: +44 (0)1394 617300

Fax: +44 (0)1394 617299

Kate Bedson
Senior Development Director, National Logistics
SEGRO plc
Lumonics House
Valley Drive
Swift Valley
CV21 1TQ

13th October 2021

RE: Northampton Gateway – Rail Freight Terminal

I am writing, as requested, to set out the role my company has had in implementing and operating our Strategic Rail Freight Interchange (SRFI) at SEGRO Logistics Park East Midlands Gateway (EMG), and our intentions with respect to the Northampton Gateway SRFI, where we have been appointed as preferred operator.

Established in 2001, Maritime is one of the largest and fastest-growing independent transport operators in the UK, providing end-to-end logistical solutions to the country's best-known brands. We have diversified over the years to offer complete supply chain coverage, now operating in container transport, domestic distribution, warehousing, off dock laden and empty storage, container repairs, freight management, and truck sales. To date, we operate more than 2,000 vehicles from 40+ strategically-placed UK depots.

In 2019, we launched our rail freight division, Maritime Intermodal, as part of our commitment to increased resource, and now operate 13 services daily with contracted space on various others from our terminals in Tilbury, Tamworth (BIFT), Wakefield, Trafford Park, and EMG. Furthermore, we are actively pursuing a number of other rail freight interchanges to complement our growing network, opening new areas to rail freight and offering increased opportunity to drive modal shift.

Of strategic interest to us is domestic curtainsided transport, as it has not made the same transition to rail as international containers. Historically, this has been mainly due to road transport costs at the start and finish of journeys, rather than at one end only, making road transport more cost-effective. By working closely with retailers and manufacturers, we can identify where there are opportunities to transfer road-based door-to-door domestic movements to rail, utilising our combined road-rail network.

With the development of sites such as EMG and Northampton Gateway being geographically-strategic rather than adding to an existing cluster, coupled with obvious environmental benefits and security of supply in a market where resource has become one of, if not, the most significant concern for UK retailers and manufacturers, we expect to leverage significant conversion of current road volumes to rail.

More recently, our respective companies have worked together to deliver EMG which is now a thriving SRFI. Works at EMG commenced on site in 2018, and the terminal was opened by Rail Minister, Chris Heaton-Harris, in February 2020.



EMG is open-access, and now sees an average 12 train arrivals and departures per day. Additionally, within the first 12 months of operation, the terminal handled over 100,000 containers to and from the major UK container ports, where the connected shipping lines offer weekly services to 150+ destinations across the globe.

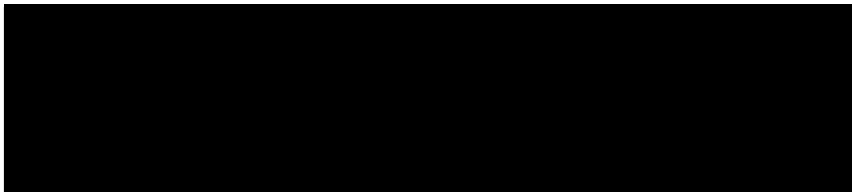
Warehouse occupiers at EMG are all utilising rail, including companies who occupied the logistics park well in advance of the terminal commencing operations. The growing concentration of activity centred upon EMG is reflected in the average distance travelled by vehicles from the terminal of just 20 miles. Therefore, combined with the volume of containers transferred from road to rail from the ports, an average 150 miles are saved per container in each direction for EMG-based clients.

To further the environmental benefits of using our terminal at EMG, we are trialling the use of biofuel for the services it operates, capable of reducing emissions by up to 90%.

It is our intention to replicate this success at Northampton Gateway, and we were pleased to have had the opportunity to influence the detailed design of the terminal which is now under construction. As preferred operator, we have already committed significant resource to the Northampton Gateway scheme, and look forward to concluding the Agreement for Lease as soon as possible.

I understand the connection to the mainline is dependent upon Network Rail's programming, however, our commitment to the scheme is such that we are pleased to work with you to ensure the rail terminal is operational as soon as possible.

Yours sincerely,



John Williams
Group Executive Chairman

APPENDIX 2

Correspondence with National Highways

Stuart Dunhill

From: Seldon, Martin [REDACTED]
Sent: 08 June 2022 15:33
To: Stuart Dunhill
Cc: Steve Harley [REDACTED] Kate Bedson; Ian Rigby
Subject: RE: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Hi Stuart

Thank you for your email on 23 May 2022 providing further information on the delivery timescales of the highway mitigation works as requested by National Highways.

We acknowledge that the proposed amendment to the DCO requirement 3–(3) will not seek any change to the highway mitigation works required. Further to this, we note that the off-site highway mitigations are progressing in line with the expected timescales, with the M1 J15 improvements anticipated to be completed prior to the first occupation of the development.

Based on the above, we do not consider that the proposed amendment to requirement 3–(3) is likely to have a significant impact on the Strategic Road Network (SRN) in the area. As such, we have no further comments to make.

Kind regards

Martin Seldon, Assistant Spatial Planner

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

[REDACTED]
[REDACTED]
GTN: 0300 470 3345

[For information about our engagement with the planning system please visit](#)

From: Stuart Dunhill <Stuart.Dunhill@ADCInfrastructure.com>

Sent: 23 May 2022 14:43

To: Seldon, Martin [REDACTED]

Cc: Steve Harley ([REDACTED]) [REDACTED] Kate Bedson

[REDACTED] Ian Rigby [REDACTED]

Subject: RE: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Martin,

Thank you for your response.

With regards to your question about the timing of the highway mitigation works, we can confirm that these are progressing in line with the expected programme and the triggers as set out in the DCO. The proposed amendment to the DCO will not be seeking any changes to the highway mitigation works requirements.

Segro have provided the below summary of the off-site highway mitigation progress against DCO SCHEDULE 2 PART 1 Design and Phasing of Highway Works:-

1. Works 7,8 & 9 (J15 enhancements and dual carriageway to the site entrance) to be completed prior to first occupation: These works commenced on 4th January 2021 and are due to PC in October 2022. The first building has yet to commence so these works will be completed well in advance of first occupation.
2. Works 13 (Roade bypass): To be completed within the earliest of (i) 2 years of occupation of first warehouse to be occupied; or (ii) 4 years from the commencement of Works 8. The bypass commenced in March 2022 with a PC date of February 2024. This is approximately 1 year in advance of Requirement (ii) and well in advance being complete with 2 years of first occupation given that no building has commenced.
3. Works 11 (M1 J15a) and Works 14, 15, 16 and 17: To be completed prior to the opening to traffic of the A508 bypass. These works are all due to commence Q3 and Q4 2022 with completion dates ahead of the opening of the bypass.

I trust that this is sufficient to allow you to confirm your position below that the proposed amendment to requirement 3–(3) will not have a material impact on the SRN in the area. However, should you require any further information, please do not hesitate to contact me.

Kind regards

Stuart Dunhill BEng(Hons) PhD CEng MICE
Director – **ADC Infrastructure Limited**
mob: 07968411585

4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

[Redacted]

From: Seldon, Martin [Redacted]
Sent: 19 May 2022 14:41
To: Stuart Dunhill [Redacted] >
Cc: Steve Harley [Redacted] >; Kate Bedson [Redacted]
[Redacted]; Ian Rigby [Redacted] >
Subject: RE: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Hi Stuart

Thank you for your email dated 20 April 2022, regarding the amendment of requirement 3–(3) of the Northampton Gateway SRFI DCO which requires a rail terminal to be constructed and connected to the mainline and available for use, prior to occupation of any warehouse units.

Based on the review of the information provided in your email, which includes Explanatory Note and report reference ADC2808-RP-A v5 dated 19 April 2022, we note that you are seeking confirmation from National Highways in relation to a proposed amendment of condition 3-(3) of the Northampton Gateway SRFI DCO, prior to submission of a non-material amendment application to the Planning Inspectorate, and we welcome this approach.

Having reviewed the information provided, we note that the rail terminal is likely to generate a significant number of trips once it is fully operational. Hence, as a result of the delay in the connection and opening of the rail terminal, the traffic impact on the nearby road network is likely to be reduced from the original estimates included in the Transport Assessment (TA). We also note that all the infrastructure necessary, including highway improvements, to serve the site will be in place before the occupation of the 232,260 sqm warehousing unit.

We would however welcome confirmation on when mitigations proposed, both on and off the Strategic Road Network (SRN), are expected to be delivered, including what has already been

delivered. If there are any potential changes to the delivery timescales of mitigations, we would welcome an understanding of whether there are likely to be any adverse impacts on the operation of the SRN as a result.

In principle, we do not consider that the proposed amendment to requirement 3–(3) is likely to have a material impact on the Strategic Road Network (SRN) in the area; however, we would welcome the further detail requested above to confirm this.

Kind regards

Martin Seldon, Assistant Spatial Planner

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

[REDACTED]
[REDACTED]
[REDACTED]
GTN: 0300 470 3345

[For information about our engagement with the planning system please visit](#)

From: Stuart Dunhill [REDACTED]
Sent: 20 April 2022 11:31
To: Seldon, Martin [REDACTED]
Cc: Steve Harley [REDACTED]; Kate Bedson
[REDACTED]; Ian Rigby [REDACTED]
Subject: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Dear Martin,

I trust that you are well.

I am writing regarding the Northampton Gateway SRFI DCO.

As you are probably aware, construction on site is progressing well. However, whilst most of the works can be carried out by SEGRO, part of the rail infrastructure works, namely, the connections to the main line itself, can only be carried out by Network Rail. SEGRO has made significant progress on their section of the works, however the elements required to be completed by Network Rail can only be undertaken at a pre-planned time and that period cannot be confirmed.

At the time of writing, Network Rail estimate that they will be able to deliver the connections in January 2024, but they cannot commit to this. As you will remember, there is a requirement in the DCO which means that no warehousing can be occupied until the rail terminal is connected to the mainline and available for use. SEGRO have substantial occupier interest and the uncertainty of the rail connection is creating significant constraints in their ability to progress arrangements with those occupiers and deliver the warehousing. SEGRO are therefore left with no option but to seek an amendment to the DCO to allow a certain level of warehousing occupation before Network Rail deliver the rail connections. In that regard, they will shortly be submitting an application to the Planning Inspectorate for this non-material change. I attach for your information a short note explaining the detail of the change sought, together with plans and photographs of the progress made to date on the SEGRO element of the rail infrastructure works.

When the application has been submitted SEGRO will be required to formally consult the parties originally consulted as part of the DCO application and that will include National Highways. You will therefore receive a formal letter and notice at that time. The consultation period will allow representations to be made directly to the Planning Inspectorate in due course. However, in advance of that we would like to reach as much agreement with National Highways as possible before submitting the application to amend the DCO, with the aim to secure a statement of support/no objection from National Highways.

Therefore, please find attached a short Technical Note (report reference **ADC2808-RP-A-v5**) 'DCO Amendment' that we have prepared that will be submitted with the application and that considers the transport implications of the proposed DCO amendment with regards to traffic generation and off-site highway impact. It also considers the potential impact on rail freight at the site via reference to SEGRO's East Midlands Gateway SRFI site. It is concluded that there would not be an adverse impact on the traffic generation associated with the proposed amendment to the DCO, and it would not adversely impact the future take up of the use of the rail terminal by the on-site warehousing at Northampton Gateway.

I'd therefore be grateful if you are able to review the attached and subject to your agreement of the conclusions, provide a statement from National Highways confirming such that we can submit with the application to the Planning Inspectorate. If it would be helpful to discuss, or if you have any questions, please don't hesitate to contact me.

Kind regards

Stuart Dunhill BEng(Hons) PhD CEng MICE
Director – **ADC Infrastructure Limited**
mob: 07968411585

4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG

[REDACTED]

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF [REDACTED]

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF [REDACTED]

Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

APPENDIX 3

West Northamptonshire Council Technical Note 001

NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE – AMENDMENT TO DCO REQUIREMENT 3(3)

REVIEW OF: TRANSPORT TECHNICAL NOTES

DATED: 19 APRIL 2022

BY: ADC INFRASTRUCTURE

REVIEW DATE: 12 MAY 2022

Note control

Note type	Number	Comments
Technical Note	001	Document reviewed is EXPLANATORY NOTE and Report reference: ADC2808-RP-A dated 19/04/2022

Version control

Version	Date	By	Reviewed by	Authorised (TN only)	Notes
1	12/5/22	WP	HU	VC	Final



PURPOSE

This document forms West Northamptonshire Council Highway's (WNC) review of the Transport Technical Notes by ADC on behalf of SEGRO (Junction 15) Ltd for an amendment to the DCO Requirement 3(3) at:

**SEGRO Logistics
Park Northampton
(SLP Northampton).**

Introduction

Segro have completed significant infrastructure works already and are in regular dialogue with Network Rail (NR) both through weekly and fortnightly meetings and formal agreements. An operator for the rail freight terminal is lined up.

Significant commercial interest is now being shown in warehousing, however, with NR's need to coordinate works to connect the mainline to Segro's new facilities with wider network improvements to reduce disruption to rail services, there is likely to be an unavoidable delay beyond Segro's fault beyond January 2024, leaving units unoccupied and potential tenants frustrated or lost.

The Proposal

Segro seek to amend the trigger for occupation from post completion of all rail works to allow up to 232,260sqm (50% of the warehousing) to be occupied before the mainline connection is complete - their on-site rail infrastructure works will be completed. Effectively this will mean 50% of the proposed warehousing will be served by road only.

The Applicant states that all the necessary infrastructure to serve the site (e.g. improvements to Junction 15, site access, provision of power and utilities, creation of serviced plots etc,) will be in place prior to occupation of the lower threshold proposed.

They suggest the new wording of the Requirement would be:
"The rail infrastructure (not by NR) must be completed prior the occupation of any of the warehousing and both the connections to the West Coast Main Line must have been constructed and commissioned sufficient for the rail terminal to be operational prior to the occupation of more than 232,260 square metres (equivalent to 2.5 million sq. ft) of the warehousing unless otherwise agreed in writing with the relevant planning authority (i.e., the DCO)".

Segro wish to secure WNC's agreement and submit this as part of the formal application to the DCO in the hope of avoiding a formal amendment procedure, stating there are no "significant environmental effects arising." To help achieve this, they are willing to work to a higher threshold of 371,612sqm (80% of the total) if necessary.

WNC Comment 1: The matter is likely to be of significant political interest locally and impact wider matters than just transport as covered in the EIA. Such a change will need to be considered by the LPA formally as this is likely to be a material amendment. National Highways must also be consulted on the proposal.

WNC Comment 2: The completion of all off-site highway improvements prior to any occupation, and site access(es)* onto the highway completed, including any S278 adoptions would have to be included in any new amendment of the Requirement.

WNC Comment 3: WNC require a new assessment of the 50% and 80% warehousing proposals served by road only with all mitigations completed. This will need to review trip rates and assignment, given they are likely to be different to the envisaged and agreed rail option. The assessment must clearly identify which units it is proposed to occupy early and their associated parking provision which needs to be consistent with a site accessed by road only. Regards off-site mitigation, actual delivery plans and delivery status should be provided. WNC agree with the Applicant that it is essential all off-site mitigation including the Roade by-pass is complete and open before first occupation.

NR state the “rail terminal is currently under construction” and that “SEGRO are proceeding with the construction of all elements of the rail infrastructure which they are to construct”.

WNC Comment 4: Regards providing reassurance regards opening the mainline rail connections, Segro propose to advance purchase the materials for NR. When will this order be placed and good delivered to site? What NR support for this can be evidenced?

NR confirm that they must close the main West Cost line, thus coordination with other works is essential, and hope to deliver the main line connections “as soon as practicable” which are expected to “be commissioned in January 2024”, but “subject to change”.

WNC Comment 5: An updated construction programme from Segro, the Terminal Operator, and NR, and the last 2 months of minutes from the construction site PM Team are requested to give reassurance to WNC of progress and commitments to finish. Further clarification as to the meaning of “works to be commissioned by NR” is required regards programme and delivery. Have NR explored the potential to deliver the connections early or in piecemeal?

WNC consider that there is risk to the delivery of the mainline connection slipping beyond January 2024, the current ETA from NR. This could lead to more pressure to not only accept tenants onto the site before works are complete, but to also raise the trigger threshold. This is even more likely after lettings commence and will potentially add to vehicle traffic. This is despite the assurances offered by Maritime LTD regards making the terminal operational as soon as practically possible, given information from NR.

WNC Comment 6: In considering the trip impact of any amendment, assessment needs to be robust and based upon all highway improvements, including all off-site highway and on-site active travel mitigations such as Travel Plans etc. and discharged in accordance with the original DCO terms. A list showing all transport related Conditions with status should be supplied for further consideration of implications.

WNC Comment 7: The EMG rail freight terminal is similar in size and operated by the same Applicant. This provides an ideal proxy for a real assessment of impacts of such a proposal, and data should be included within the new assessment.

TRIP GENERATION IMPACTS OF PROPOSAL

A consideration is provided that, overall, there is likely to be less trips than envisaged compared to the full site operational, were the amendment supported and occupation of some units permitted before the mainline rail connection. Supporting evidence is drawn from a similar situation at the East Midlands SRFI also run by the same rail terminal operator, and coincidentally also involved similar warehouse quantum’s actually being occupied in advance of the rail connections to no (claimed) short- or long-term impact, either in highway impacts or less use of rail freight when that became available. Occupiers there included major clients such as Amazon, DHL, etc.

Mitigation claimed is saved trips that would have been generated specifically by the rail freight terminal itself, both directly and indirectly, including visitors, servicing, etc, and likewise by the rapid rail freight facility.

WNC Comment 8: Until the facility is ready to open, there would be no internalised trips and units will be operating in isolation. The facility is unlikely to open until the mainline connection is open. Therefore the new assessment should exclude internalisation factors and consider this as a road B8 warehouse site with all trips onto and off site. A more

detailed comparison assessment with real data from EMG will be expected to provide a robust case for consideration of either proposed threshold.

Recommendation

Before support for this proposal can be considered, WNC requires a new Transport Assessment be submitted as detailed. The scope should be agreed in advance to avoid misunderstanding and abortive works.

The Applicant should also contact National Highways and the Planning Department regards the proposal.

For information, WNC will be approaching NR directly to discuss their proposed work programme.

APPENDIX 4

Technical Note ‘Response to WNC Technical Note 001’ (reference ADC2808-RP-B-v2)

SEGRO LOGISTICS PARK, NORTHAMPTON: DCO AMENDMENT RESPONSE TO WEST NORTHAMPTONSHIRE COUNCIL TECHNICAL NOTE 001

Introduction

1. This technical note has been prepared to respond to the comments provided by West Northamptonshire Council (WNC) Highway's review of the Explanatory Note and ADC Infrastructure Technical Note (reference ADC2808-RP-A-v5) that were submitted to WNC seeking agreement on transport matters for an amendment to the DCO Requirement 3-(3).
2. WNC's response is contained within their Technical Note 001, a copy of which is provided at **Appendix A**. The WNC Technical Note includes 8 comments and concludes with a recommendation that a new Transport Assessment (TA) is required. WNC also recommend that the Applicant, Segro (Junction 15) Ltd, should contact National Highways and the Planning Department.
3. It is confirmed that National Highways have received the same consultation material as WNC. National Highways responded in their email dated 19 May 2022, stating:

"...Having reviewed the information provided, we note that the rail terminal is likely to generate a significant number of trips once it is fully operational. Hence, as a result of the delay in the connection and opening of the rail terminal, the traffic impact on the nearby road network is likely to be reduced from the original estimates included in the Transport Assessment (TA). We also note that all the infrastructure necessary, including highway improvements, to serve the site will be in place before the occupation of the 232,260 sqm warehousing unit."

We would however welcome confirmation on when mitigations proposed, both on and off the Strategic Road Network (SRN), are expected to be delivered, including what has already been delivered. If there are any potential changes to the delivery timescales of mitigations, we would welcome an understanding of whether there are likely to be any adverse impacts on the operation of the SRN as a result.

In principle, we do not consider that the proposed amendment to requirement 3-(3) is likely to have a material impact on the Strategic Road Network (SRN) in the area; however, we would welcome the further detail requested above to confirm this."

4. ADC have subsequently confirmed to National Highways that the highway mitigation works are progressing in line with the expected programme and the triggers as set out in the DCO, and that the proposed amendment to the DCO Requirement 3-(3) will not seek any changes to the highway mitigation works requirements, or timing of their delivery (much of which is progressing earlier than required by the DCO – e.g. work to bring forward the Road Bypass). A copy of the full correspondence with National Highways is provided at **Appendix B**.
5. The Applicant has also contacted the WNC Planning Department and is in the process of arranging a meeting on site for WNC officers to provide a comprehensive briefing and explanation of the proposed DCO Amendment.

Response to WNC comments

6. Based on the response included within WNC Technical Note 001, ADC are concerned that there has been a misunderstanding with regards to the detail and implications of the proposed amendment to DCO Requirement 3-(3). In that regard, ADC contacted WNC Highways to discuss

their response and suggest that the meeting outlined at paragraph 5 would be a helpful next step, to allow the Applicant team to fully explain the proposed DCO Amendment.

7. WNC Highways requested that prior to this, that ADC should first respond to their comments included in their Technical Note 001. Accordingly, the remainder of this technical note sets out the Applicants response to WNC’s comments.

WNC Comment 1: The matter is likely to be of significant political interest locally and impact wider matters than just transport as covered in the EIA. Such a change will need to be considered by the LPA formally as this is likely to be a material amendment. National Highways must also be consulted on the proposal.

8. **Response to WNC Comment 1:** The Applicant has engaged with the LPA as advised in paragraph 5 above. It is understood that, in accordance with Government Guidance, the proposed change can be considered as a non material change given that it would result in no additional environmental effects, does not involve additional compulsory purchase and does not change the components or area of the development. Such a change does not require consultation in advance of an application being made however the Applicant is in the process of undertaking consultation on the proposed DCO Amendment including all relevant public authorities. As discussed above, National Highways have been consulted and they have concluded that the proposed amendment to DCO Requirement 3-(3) would not have a material impact on the SRN.
9. With regards to the specific point about EIA, given the nature of the proposed change and the effects and implications of it (described further in responses below), there are no implications for the previous EIA. To date, the LPA has raised no such queries. This is likely based on their understanding that a reduction in road traffic as a result of a delay to the terminal being operational would result in less impact on air quality and road traffic noise than that assumed in the ES in the short-term, but will ultimately be consistent with those assessed. Either way, no new or greater effects are considered likely by the proposed change to the timing of the terminal being operational.
10. Similarly, the proposed DCO amendment would have no implications on any of the physical parameters, such as the scale or quantum of development, assessed in the ES.

WNC Comment 2: The completion of all off-site highway improvements prior to any occupation, and site access(es)* onto the highway completed, including any S278 adoptions would have to be included in any new amendment of the Requirement.

11. **Response to WNC Comment 2:** The Applicant is not seeking to amend the highway works requirements. These would be unaffected by the proposed amendment to requirement 3-(3). See email correspondence with National Highways at **Appendix B** for further detail on the timing of the highway works.

WNC Comment 3: WNC require a new assessment of the 50% and 80% warehousing proposals served by road only with all mitigations completed. This will need to review trip rates and assignment, given they are likely to be different to the envisaged and agreed rail option. The assessment must clearly identify which units it is proposed to occupy early and their associated parking provision which needs to be consistent with a site accessed by road only. Regards off-site mitigation, actual delivery plans and delivery status should be provided. WNC agree with the Applicant that it is essential all off-site mitigation including the Roade by-pass is complete and open before first occupation.

12. **Response to WNC Comment 3:** The rail terminal was assessed in the TA prepared to support the DCO as generating vehicle trips over and above those it would remove from the highway network due to internalisation of the rail terminal trips at the site. As explained at paragraph 2.6 and 2.7 of ADC Technical Note ADC2808-RP-A-v5, the approach agreed with the highway authorities for the assessment of the rail terminal trips was to apply an internalisation factor. It was agreed that 40% of the rail terminal HGV trips would be assessed in the TA as being captured on-site. These 40% of rail terminal HGV trips were therefore deducted from the HGV trip generation associated with the warehousing. However, 60% of the rail terminal HGV trips would have an origin or destination off-site and hence were assessed in the TA as generating an additional external trip on the highway network. Therefore, the net effect of this assessment approach was that the rail terminal was assessed as generating more external traffic on the nearby highway network than it removed due to internalisation. In addition, the TA also included traffic associated with the Rapid Rail Freight facility (see paragraph 2.10 of ADC Technical Note ADC2808-RP-A-v5) and light vehicle trips (see paragraph 2.11 of ADC Technical Note ADC2808-RP-A-v5), all of which were assessed as generating additional external trips.
13. Hence, as a result of the delay in the connection and opening of the rail terminal, the traffic impact on the nearby road network will be reduced from the original levels included and assessed in the TA. National Highways have confirmed this in their response included at **Appendix B**.
14. Separate trip rates for the warehousing and rail terminal were agreed in the TA. The agreed warehousing trip rates are based on road served warehousing. Hence the trip rates are not affected by the proposed amendment to DCO Requirement 3-(3).
15. Parking provision is not affected by the proposed amendment to DCO Requirement 3-(3) and would be provided in accordance with the Northamptonshire Parking Standards.
16. The Applicant is not seeking to amend the highway works requirements. These would be unaffected by the proposed amendment to DCO Requirement 3-(3). See email correspondence with National Highways at **Appendix B** for further detail on the timing of the highway works. Note that Works 13 is the Roade Bypass. Works 13 is required to be completed within the earliest of (i) 2 years of occupation of first warehouse to be occupied; or (ii) 4 years from the commencement of Works 8. The bypass commenced in March 2022 with a practical completion date of February 2024. This is approximately 1 year in advance of Requirement (ii) and well in advance being complete within 2 years of first occupation given that no building has commenced.
17. WNC within their response refer to 50% and 80% warehousing proposals. It should be noted that the proposed floor space thresholds of 232,260sqm or 371,612sqm include allowance for mezzanine space (as consented under the DCO). The DCO Parameters Plan permits a maximum floor space of 468,000sqm plus 155,000sqm of mezzanine space (a total of 623,000sqm). Hence, the respective percentages are 37% (232,260/623,000) and 60% (371,612/623,000) not 50% and 80%.

WNC Comment 4: Regards providing reassurance regards opening the mainline rail connections, Segro propose to advance purchase the materials for NR. When will this order be placed and good delivered to site? What NR support for this can be evidenced?

18. **Response to WNC Comment 4:** Segro have supplied (in confidence) their Purchase Order to Network Rail for the sum of £5.7 million for advanced material procurement (see **Appendix C**). Network Rail have provided a Statement of Support regarding the proposed amendment to DCO

requirement 3-(3). A copy of the Statement of Support is provided at **Appendix D**. At paragraph 9 of their statement Network Rail say:

“NR acknowledge that SEGRO have taken, and are taking, all the steps they can to deliver an operational rail terminal and will continue to work with SEGRO to ensure that the main line connections are made as soon as practicable having regard to the constraints mentioned above.”

WNC Comment 5: An updated construction programme from Segro, the Terminal Operator, and NR, and the last 2 months of minutes from the construction site PM Team are requested to give reassurance to WNC of progress and commitments to finish. Further clarification as to the meaning of “works to be commissioned by NR” is required regards programme and delivery. Have NR explored the potential to deliver the connections early or in piecemeal?

19. **Response to WNC Comment 5:** In addition to the Network Rail Statement of Support, the Explanatory Note submitted to WNC includes further details, plans, and photographs of the Segro rail infrastructure that is underway. Additional to this, the key dates are as follows:
- Terminal concrete slab: Commences mid-June 2022 and completes in October 2022. This includes for the whole slab, phases 1 & 2.
 - On Site intermodal and reception sidings (with the exception of the rail that cannot be constructed until the Network Rail connections are complete) commences August 2022 and complete by October 2022.
 - Further operator enhancements: complete by March 2023.

WNC Comment 6: In considering the trip impact of any amendment, assessment needs to be robust and based upon all highway improvements, including all off-site highway and on-site active travel mitigations such as Travel Plans etc. and discharged in accordance with the original DCO terms. A list showing all transport related Conditions with status should be supplied for further consideration of implications.

20. **Response to WNC Comment 6:** The net impact of a delay in the rail connection and consequential opening of the rail terminal, is that the traffic impact on the nearby road network will be reduced from the original levels included in the TA. The proposed amendment to the DCO relates only to Requirement 3-(3) and hence there will be no changes to the transport related requirements which would be discharged in accordance with the DCO requirements.

WNC Comment 7: The EMG rail freight terminal is similar in size and operated by the same Applicant. This provides an ideal proxy for a real assessment of impacts of such a proposal, and data should be included within the new assessment.

21. **Response to WNC Comment 7:** This is not relevant to the matter being considered, which must be considered within the framework of the assessment work and TA on which the DCO was determined.

WNC Comment 8: Until the facility is ready to open, there would be no internalised trips and units will be operating in isolation. The facility is unlikely to open until the mainline connection is open. Therefore the new assessment should exclude internalisation factors and consider this as a road B8 warehouse site with all trips onto and off site. A more detailed comparison assessment with real data from EMG will be expected to provide a robust case for consideration of either proposed threshold.

22. **Response to WNC Comment 8:** ADC Technical Note ADC2808-RP-A-v5 details the implications of excluding the internalisation of the rail terminal HGV trips. This is also summarised in the

response to WNC Comment 3 in this technical note. A comparison to the EMG SRFI site is not relevant for the reason set out in response to comment 7.

ADC Infrastructure Ltd
27 May 2022

APPENDIX A

WNC Technical Note 001

NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE – AMENDMENT TO DCO REQUIREMENT 3(3)

REVIEW OF: TRANSPORT TECHNICAL NOTES

DATED: 19 APRIL 2022

BY: ADC INFRASTRUCTURE

REVIEW DATE: 12 MAY 2022

Note control

Note type	Number	Comments
Technical Note	001	Document reviewed is EXPLANATORY NOTE and Report reference: ADC2808-RP-A dated 19/04/2022

Version control

Version	Date	By	Reviewed by	Authorised (TN only)	Notes
1	12/5/22	WP	HU	VC	Final



PURPOSE

This document forms West Northamptonshire Council Highway's (WNC) review of the Transport Technical Notes by ADC on behalf of SEGRO (Junction 15) Ltd for an amendment to the DCO Requirement 3(3) at:

**SEGRO Logistics
Park Northampton
(SLP Northampton).**

Introduction

Segro have completed significant infrastructure works already and are in regular dialogue with Network Rail (NR) both through weekly and fortnightly meetings and formal agreements. An operator for the rail freight terminal is lined up.

Significant commercial interest is now being shown in warehousing, however, with NR's need to coordinate works to connect the mainline to Segro's new facilities with wider network improvements to reduce disruption to rail services, there is likely to be an unavoidable delay beyond Segro's fault beyond January 2024, leaving units unoccupied and potential tenants frustrated or lost.

The Proposal

Segro seek to amend the trigger for occupation from post completion of all rail works to allow up to 232,260sqm (50% of the warehousing) to be occupied before the mainline connection is complete - their on-site rail infrastructure works will be completed. Effectively this will mean 50% of the proposed warehousing will be served by road only.

The Applicant states that all the necessary infrastructure to serve the site (e.g. improvements to Junction 15, site access, provision of power and utilities, creation of serviced plots etc,) will be in place prior to occupation of the lower threshold proposed.

They suggest the new wording of the Requirement would be:
"The rail infrastructure (not by NR) must be completed prior the occupation of any of the warehousing and both the connections to the West Coast Main Line must have been constructed and commissioned sufficient for the rail terminal to be operational prior to the occupation of more than 232,260 square metres (equivalent to 2.5 million sq. ft) of the warehousing unless otherwise agreed in writing with the relevant planning authority (i.e., the DCO)".

Segro wish to secure WNC's agreement and submit this as part of the formal application to the DCO in the hope of avoiding a formal amendment procedure, stating there are no "significant environmental effects arising." To help achieve this, they are willing to work to a higher threshold of 371,612sqm (80% of the total) if necessary.

WNC Comment 1: The matter is likely to be of significant political interest locally and impact wider matters than just transport as covered in the EIA. Such a change will need to be considered by the LPA formally as this is likely to be a material amendment. National Highways must also be consulted on the proposal.

WNC Comment 2: The completion of all off-site highway improvements prior to any occupation, and site access(es)* onto the highway completed, including any S278 adoptions would have to be included in any new amendment of the Requirement.

WNC Comment 3: WNC require a new assessment of the 50% and 80% warehousing proposals served by road only with all mitigations completed. This will need to review trip rates and assignment, given they are likely to be different to the envisaged and agreed rail option. The assessment must clearly identify which units it is proposed to occupy early and their associated parking provision which needs to be consistent with a site accessed by road only. Regards off-site mitigation, actual delivery plans and delivery status should be provided. WNC agree with the Applicant that it is essential all off-site mitigation including the Roade by-pass is complete and open before first occupation.

NR state the “rail terminal is currently under construction” and that “SEGRO are proceeding with the construction of all elements of the rail infrastructure which they are to construct”.

WNC Comment 4: Regards providing reassurance regards opening the mainline rail connections, Segro propose to advance purchase the materials for NR. When will this order be placed and good delivered to site? What NR support for this can be evidenced?

NR confirm that they must close the main West Cost line, thus coordination with other works is essential, and hope to deliver the main line connections “as soon as practicable” which are expected to “be commissioned in January 2024”, but “subject to change”.

WNC Comment 5: An updated construction programme from Segro, the Terminal Operator, and NR, and the last 2 months of minutes from the construction site PM Team are requested to give reassurance to WNC of progress and commitments to finish. Further clarification as to the meaning of “works to be commissioned by NR” is required regards programme and delivery. Have NR explored the potential to deliver the connections early or in piecemeal?

WNC consider that there is risk to the delivery of the mainline connection slipping beyond January 2024, the current ETA from NR. This could lead to more pressure to not only accept tenants onto the site before works are complete, but to also raise the trigger threshold. This is even more likely after lettings commence and will potentially add to vehicle traffic. This is despite the assurances offered by Maritime LTD regards making the terminal operational as soon as practically possible, given information from NR.

WNC Comment 6: In considering the trip impact of any amendment, assessment needs to be robust and based upon all highway improvements, including all off-site highway and on-site active travel mitigations such as Travel Plans etc. and discharged in accordance with the original DCO terms. A list showing all transport related Conditions with status should be supplied for further consideration of implications.

WNC Comment 7: The EMG rail freight terminal is similar in size and operated by the same Applicant. This provides an ideal proxy for a real assessment of impacts of such a proposal, and data should be included within the new assessment.

TRIP GENERATION IMPACTS OF PROPOSAL

A consideration is provided that, overall, there is likely to be less trips than envisaged compared to the full site operational, were the amendment supported and occupation of some units permitted before the mainline rail connection. Supporting evidence is drawn from a similar situation at the East Midlands SRFI also run by the same rail terminal operator, and coincidentally also involved similar warehouse quantum’s actually being occupied in advance of the rail connections to no (claimed) short- or long-term impact, either in highway impacts or less use of rail freight when that became available. Occupiers there included major clients such as Amazon, DHL, etc.

Mitigation claimed is saved trips that would have been generated specifically by the rail freight terminal itself, both directly and indirectly, including visitors, servicing, etc, and likewise by the rapid rail freight facility.

WNC Comment 8: Until the facility is ready to open, there would be no internalised trips and units will be operating in isolation. The facility is unlikely to open until the mainline connection is open. Therefore the new assessment should exclude internalisation factors and consider this as a road B8 warehouse site with all trips onto and off site. A more

detailed comparison assessment with real data from EMG will be expected to provide a robust case for consideration of either proposed threshold.

Recommendation

Before support for this proposal can be considered, WNC requires a new Transport Assessment be submitted as detailed. The scope should be agreed in advance to avoid misunderstanding and abortive works.

The Applicant should also contact National Highways and the Planning Department regards the proposal.

For information, WNC will be approaching NR directly to discuss their proposed work programme.

APPENDIX B

Correspondence with National Highways

Stuart Dunhill

From: Stuart Dunhill
Sent: 23 May 2022 14:43
To: Seldon, Martin
Cc: Steve Harley [REDACTED] Kate Bedson; Ian Rigby
Subject: RE: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Martin,

Thank you for your response.

With regards to your question about the timing of the highway mitigation works, we can confirm that these are progressing in line with the expected programme and the triggers as set out in the DCO. The proposed amendment to the DCO will not be seeking any changes to the highway mitigation works requirements.

Segro have provided the below summary of the off-site highway mitigation progress against DCO SCHEDULE 2 PART 1 Design and Phasing of Highway Works:-

1. Works 7,8 & 9 (J15 enhancements and duel carriageway to the site entrance) to be completed prior to first occupation: These works commenced on 4th January 2021 and are due to PC in October 2022. The first building has yet to commence so these works will be completed well in advance of first occupation.
2. Works 13 (Roade bypass): To be completed within the earliest of (i) 2 years of occupation of first warehouse to be occupied; or (ii) 4 years from the commencement of Works 8. The bypass commenced in March 2022 with a PC date of February 2024. This is approximately 1 year in advance of Requirement (ii) and well in advance being complete with 2 years of first occupation given that no building has commenced.
3. Works 11 (M1 J15a) and Works 14, 15, 16 and 17: To be completed prior to the opening to traffic of the A508 bypass. These works are all due to commence Q3 and Q4 2022 with completion dates ahead of the opening of the bypass.

I trust that this is sufficient to allow you to confirm your position below that the proposed amendment to requirement 3-(3) will not have a material impact on the SRN in the area. However, should you require any further information, please do not hesitate to contact me.

Kind regards

Stuart Dunhill BEng(Hons) PhD CEng MICE
Director – [ADC Infrastructure Limited](#)
mob: 07968411585

[4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG](#)
[REDACTED]

From: Seldon, Martin [REDACTED]
Sent: 19 May 2022 14:41
To: Stuart Dunhill <Stuart.Dunhill@ADCinfrastructure.com>
Cc: Steve Harley [REDACTED]) [REDACTED] Kate Bedson
[REDACTED] Ian Rigby [REDACTED]
Subject: RE: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Hi Stuart

Thank you for your email dated 20 April 2022, regarding the amendment of requirement 3–(3) of the Northampton Gateway SRFI DCO which requires a rail terminal to be constructed and connected to the mainline and available for use, prior to occupation of any warehouse units.

Based on the review of the information provided in your email, which includes Explanatory Note and report reference ADC2808-RP-A v5 dated 19 April 2022, we note that you are seeking confirmation from National Highways in relation to a proposed amendment of condition 3-(3) of the Northampton Gateway SRFI DCO, prior to submission of a non-material amendment application to the Planning Inspectorate, and we welcome this approach.

Having reviewed the information provided, we note that the rail terminal is likely to generate a significant number of trips once it is fully operational. Hence, as a result of the delay in the connection and opening of the rail terminal, the traffic impact on the nearby road network is likely to be reduced from the original estimates included in the Transport Assessment (TA). We also note that all the infrastructure necessary, including highway improvements, to serve the site will be in place before the occupation of the 232,260 sqm warehousing unit.

We would however welcome confirmation on when mitigations proposed, both on and off the Strategic Road Network (SRN), are expected to be delivered, including what has already been delivered. If there are any potential changes to the delivery timescales of mitigations, we would welcome an understanding of whether there are likely to be any adverse impacts on the operation of the SRN as a result.

In principle, we do not consider that the proposed amendment to requirement 3–(3) is likely to have a material impact on the Strategic Road Network (SRN) in the area; however, we would welcome the further detail requested above to confirm this.

Kind regards

Martin Seldon, Assistant Spatial Planner

National Highways | The Cube | 199 Wharfside Street | Birmingham | B1 1RN

[REDACTED]
[REDACTED]
[REDACTED] 0300 470 3345

[For information about our engagement with the planning system please visit](#)
[REDACTED]

From: Stuart Dunhill <[REDACTED]>
Sent: 20 April 2022 11:31
To: Seldon, Martin <[REDACTED]>
Cc: Steve Harley <[REDACTED]>; Kate Bedson <[REDACTED]>; Ian Rigby <[REDACTED]>
Subject: Northampton Gateway SRFI - proposed amendment to the DCO re rail connections timing

Dear Martin,

I trust that you are well.

I am writing regarding the Northampton Gateway SRFI DCO.

As you are probably aware, construction on site is progressing well. However, whilst most of the works can be carried out by SEGRO, part of the rail infrastructure works, namely, the connections to the main line itself, can

only be carried out by Network Rail. SEGRO has made significant progress on their section of the works, however the elements required to be completed by Network Rail can only be undertaken at a pre-planned time and that period cannot be confirmed.

At the time of writing, Network Rail estimate that they will be able to deliver the connections in January 2024, but they cannot commit to this. As you will remember, there is a requirement in the DCO which means that no warehousing can be occupied until the rail terminal is connected to the mainline and available for use. SEGRO have substantial occupier interest and the uncertainty of the rail connection is creating significant constraints in their ability to progress arrangements with those occupiers and deliver the warehousing. SEGRO are therefore left with no option but to seek an amendment to the DCO to allow a certain level of warehousing occupation before Network Rail deliver the rail connections. In that regard, they will shortly be submitting an application to the Planning Inspectorate for this non-material change. I attach for your information a short note explaining the detail of the change sought, together with plans and photographs of the progress made to date on the SEGRO element of the rail infrastructure works.

When the application has been submitted SEGRO will be required to formally consult the parties originally consulted as part of the DCO application and that will include National Highways. You will therefore receive a formal letter and notice at that time. The consultation period will allow representations to be made directly to the Planning Inspectorate in due course. However, in advance of that we would like to reach as much agreement with National Highways as possible before submitting the application to amend the DCO, with the aim to secure a statement of support/no objection from National Highways.

Therefore, please find attached a short Technical Note (report reference **ADC2808-RP-A-v5**) 'DCO Amendment' that we have prepared that will be submitted with the application and that considers the transport implications of the proposed DCO amendment with regards to traffic generation and off-site highway impact. It also considers the potential impact on rail freight at the site via reference to SEGRO's East Midlands Gateway SRFI site. It is concluded that there would not be an adverse impact on the traffic generation associated with the proposed amendment to the DCO, and it would not adversely impact the future take up of the use of the rail terminal by the on-site warehousing at Northampton Gateway.

I'd therefore be grateful if you are able to review the attached and subject to your agreement of the conclusions, provide a statement from National Highways confirming such that we can submit with the application to the Planning Inspectorate. If it would be helpful to discuss, or if you have any questions, please don't hesitate to contact me.


Kind regards

Stuart Dunhill BEng(Hons) PhD CEng MICE
Director – **ADC Infrastructure Limited**
mob: 07968411585

4th Floor, City Buildings, 34-36 Carrington Street, Nottingham NG1 7FG



This email may contain information which is confidential and is intended only for use of the recipient/s named above. If you are not an intended recipient, you are hereby notified that any copying, distribution, disclosure, reliance upon or other use of the contents of this email is strictly prohibited. If you have received this email in error, please notify the sender and destroy it.

National Highways Limited | General enquiries: 0300 123 5000 | National Traffic Operations Centre, 3 Ridgeway, Quinton Business Park, Birmingham B32 1AF | 



Registered in England and Wales no 9346363 | Registered Office: Bridge House, 1 Walnut Tree Close, Guildford, Surrey GU1 4LZ

Consider the environment. Please don't print this e-mail unless you really need to.

This email has been scanned for spam and viruses. Click [here](#) to report this email as spam.

APPENDIX C

SEGRO Purchase Order to Network Rail for Advanced Material Procurement



PURCHASE ORDER

Order Number: **UK139055**

Order Date: 25.04.2022

Contact Name: Ian Rigby

Contact Tel: 1

E-mail: [REDACTED]

Page 1 of 1

Supplier:

Network Rail Infrastructure Ltd
1 Eversholt Street
London
United Kingdom
NW1 2DN
Supplier code: 26951

Invoice to:

SEGRO Administration Ltd
C/O SEGRO UK
PO Box 481, Grosvenor House
Hollinswood Road, Central Park
Telford
TF2 2GN
invoices.uk@SEGRO.com

Item	Description	Entity	GL Account	Analysis	JCC	Value
1	Junction 15 - Advanced Material Procurement - C5.1	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	5,705,412.00
Order Total Excluding VAT GBP						5,705,412.00

COMMENTS:

IMPORTANT Please note that the above order number must be quoted on all correspondence, delivery notes and invoices. Failure to do so will result in your invoice being returned and delays in payments.

All orders are subject to SEGRO's standard terms and conditions. These can be found at the following URL:
<http://www.SEGRO.com/docs/potc>

APPENDIX D

Statement of Support from Network Rail

NORTHAMPTON GATEWAY – SUBMISSION TO DEPARTMENT FOR TRANSPORT FOR AMENDMENT TO REQUIREMENT 3(3) OF THE NORTHAMPTON GATEWAY DCO

1. Network Rail (NR) have been working closely with SEGRO O Junction 15 Ltd (Junction 15) Ltd (formerly Roxhill (Junction 15) Ltd) on the implementation of the Northampton Gateway Rail Freight Interchange.
2. Discussions between NR and SEGRO commenced in 2017 well in advance of the approval of the Development Consent Order (DCO) and have continued since. The following agreements have been entered into with SEGRO:
 - Basic Services Agreement
 - Framework Agreement
 - Overbridge Agreement
 - Development Services Agreement
 - Several Asset Protection Agreements
3. NR therefore have a good working relationship with SEGRO with regular meetings held to discuss all the relevant aspects of the development. These meetings comprise:
 - Weekly technical meetings, SEGRO and NR
 - Weekly governance and commercial meetings, SEGRO and NR
 - Fortnightly construction coordination meetings, SEGRO main contractor and NR construction team
 - Fortnightly senior management meeting, SEGRO and NR
4. In addition to substantial funding on design and scheme development, SEGRO have also funded NR to clear substantial vegetation along the route of the rail connections and extensive survey work. SEGRO are also to advance fund the acquisition of materials for the connection works which will be purchased and stored until needed.
5. NR are aware that the DCO includes a requirement which prevents any warehousing constructed under the DCO being occupied prior to the rail terminal being operational. The rail terminal is currently under construction and SEGRO are proceeding with the construction of all elements of the rail infrastructure which they are to construct.
6. NR is to construct two main line connections. To construct those connections, it will be necessary for the main line to be closed for approximately 9 days. Such blockades on the WCML will be disruptive and are subject to a number of considerations including the need to encourage recovery following the pandemic and to avoid disruptions during key periods – such as when there are major sporting events.
7. To minimise disruption every effort is being made to time the connection works with other essential pre-planned works to take advantage of the same closures. There are a number of pre-planned 29 hour blockades which can be used to carry out advanced works. In this way it

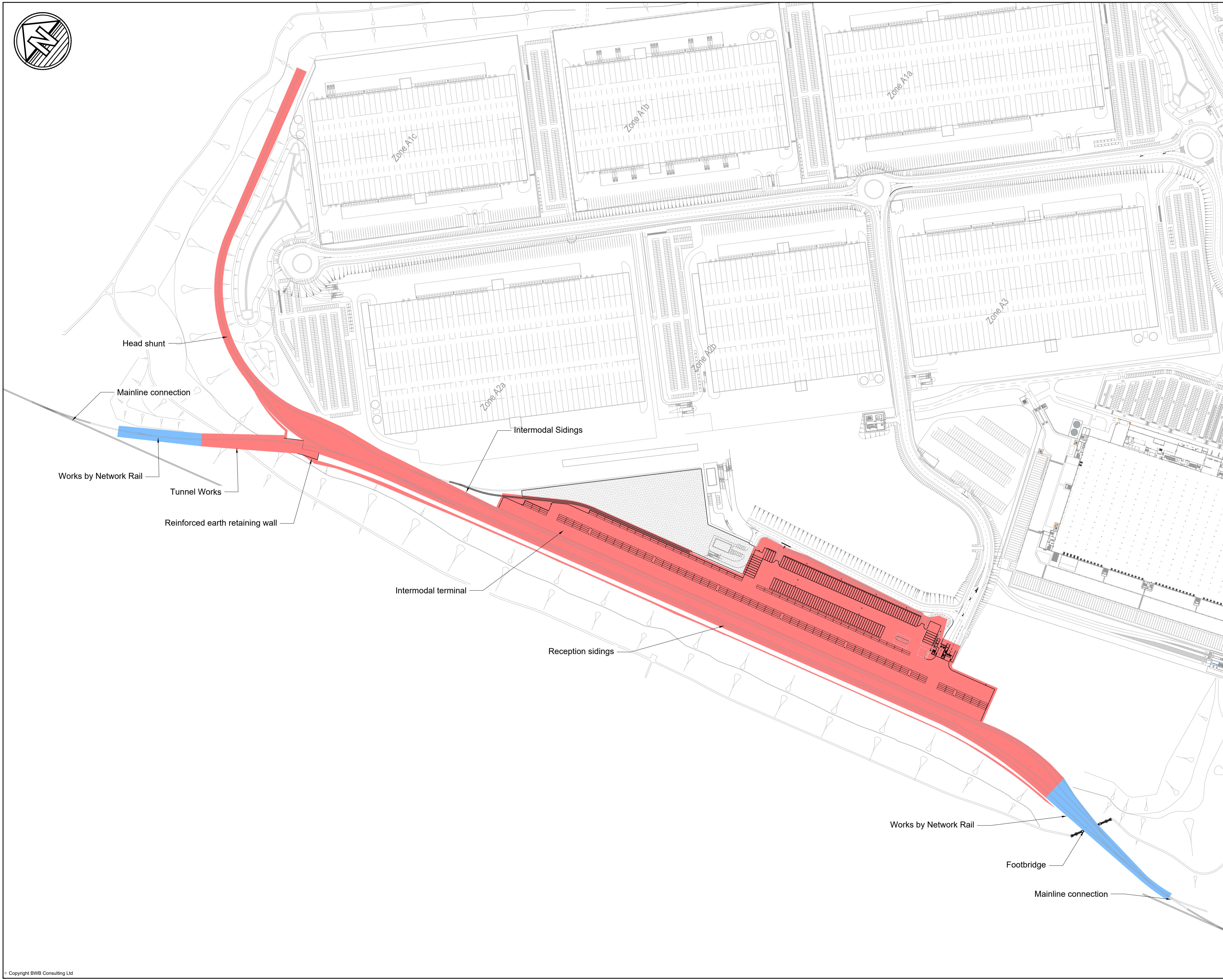
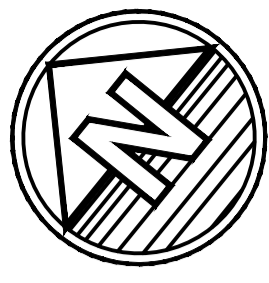
may be possible to carry out smaller elements of the connection works piggy backing on other closures but spread over a longer period of time avoiding the lengthy closures.

8. Such an approach would minimise disruption but, as a result, it is likely that, whilst all the rail infrastructure to be constructed by SEGRO will be finished, the actual rail connections to the main line will not have been made in advance of the timing of warehousing being ready for occupation.
9. NR acknowledge that SEGRO have taken, and are taking, all the steps they can to deliver an operational rail terminal and will continue to work with SEGRO to ensure that the main line connections are made as soon as practicable having regard to the constraints mentioned above.
10. The current expectation is that the rail connections will be commissioned in January 2024 however that position is subject to change and NR is not yet in a position to confirm the actual date of commissioning.
11. For the above reasons NR supports SEGRO in their application to amend the DCO.



.....

James Dean
WCML South Route Director
Network Rail



- Notes**
1. Do not scale this drawing. All dimensions must be checked/ verified on site. If in doubt ask.
 2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
 3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
 4. Any discrepancies noted on site are to be reported to the engineer immediately.

Legend

- Works by the Undertaker
- Works by Network Rail

P01	08.04.22	Issue for Information	AL	SC
Rev	Date	Details of issue / revision	Drw	Rev

Issues & Revisions

BWB
A CAF GROUP COMPANY

- Birmingham | 0121 233 3322
- Leeds | 0113 233 8000
- London | 020 7407 3879
- Manchester | 0161 233 4260
- Nottingham | 0115 924 1100

www.bwbconsulting.com

Client

SEGRO

Project Title

NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE

Drawing Title

RAIL INFRASTRUCTURE PLAN

Drawn:	A.Linney	Reviewed:	S.Carter
BWB Ref:	NTH2315	Date:	08.04.22
Scale@A1:	1:2500		

Drawing Status

FOR INFORMATION

Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
NGW-BWB-GEN-XX-SK-C-SK315	S2	P01

