

From: [REDACTED]
To: [Northampton Gateway](#)
Cc: [REDACTED]
Subject: FW: NGW DCO Amendment - NR Response
Date: 16 November 2022 08:18:42

Good morning,

I am re-sending this Network Rail response to the Northampton Gateway DCO amendment as it does not appear to have been published with the responses to the consultation on the planning inspectorate website.

Thanks,
George



George Collinson
Sponsor, West Coast South route
Mobile: [REDACTED]
Email: [REDACTED]

From: George Collinson
Sent: 04 October 2022 07:58
To: NorthamptonGateway@planninginspectorate.gov.uk
Cc: [REDACTED]
Subject: NGW DCO Amendment - NR Response

OFFICIAL

Good morning,

Please find attached a letter confirming Network Rail's support of the proposed amendment to the Development Consent Order for Northampton Gateway.

I have also attached the Statement of Support previously issued to Segro in advance of the DCO amendment being submitted. This sets out further details regarding the working arrangements between NR and Segro.

Thanks,
George



George Collinson
Sponsor, West Coast South route
Mobile: [REDACTED]
Email: [REDACTED]

The content of this email (and any attachment) is confidential. It may also be legally privileged or otherwise protected from disclosure.

This email should not be used by anyone who is not an original intended recipient, nor may it be copied or disclosed to anyone who is not an original intended recipient.

If you have received this email by mistake, please notify us by emailing the sender, and then delete the email and any copies from your system.

Liability cannot be accepted for statements made which are clearly the sender's own and not made on behalf of Network Rail.

Network Rail Infrastructure Limited registered in England and Wales No. 2904587, registered office Network Rail, 2nd Floor, One Eversholt Street, London, NW1 2DN.



By email: NorthamptonGateway@planninginspectorate.gov.uk
Cc: [REDACTED]

Network Rail
1 Eversholt St
London
NW1 2DN

To whom it may concern,

Network Rail response to the Northampton Gateway Development Consent Order amendment

Please take this letter as confirmation of Network Rail's support of the proposed amendment to the Northampton Gateway DCO issued in August 2022.

As per the statement of support issued in July 2022 (attached as Appendix 1), Network Rail has been working closely with Segro on the implementation of the Northampton Gateway rail freight interchange since 2017. Network Rail is currently contracted by Segro to complete all design activity, procure materials, and deliver a package of enabling works for the rail connections.

The non-material change application refers to the fact that Network Rail have been unable to provide a commitment to the delivery of the connections without having the necessary track access agreed with the train and freight operating companies to deliver the works in 2022. Network Rail is currently in negotiation with the industry regarding a 9-day closure of the line in September 2023. If this access is agreed, Network Rail and Segro will enter into an implementation agreement for the delivery of the connections. Once commissioned the site can receive the freight services in line with the commitments agreed as part of the statement of common ground signed in 2018. This confirmed that various capacity studies have been undertaken and that there is sufficient capacity for the Strategic Rail Freight Interchange to operate up to 4 paths per day at the proposed date of commencement of operation.

This amendment is a pragmatic approach to enable Segro to make commitments to occupiers with the certainty that the facility will be delivered.

Network Rail now looks forward to continuing to work with Segro to ensure the rail connections are made available for use as soon as practicable.

Kind regards

[REDACTED]

James Dean
Route Director – WCML South Route

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