

Ref: gp/tf

21 November 2017

The Rt Hon. Andrea Leadsom MP  
Member of Parliament for South Northamptonshire  
House of Commons  
London  
SW1A 0AA

Dear Ms Leadsom

## **Northampton Gateway**

Further to our meeting on 27 September, please find enclosed a 'Briefing Note' update which covers the points raised in Tommy Gilchrist's email of 22 October 2017.

If you require any further information, please do not hesitate to contact me.

Yours sincerely



Graham Pardoe  
Managing Director

Encs:

# NORTHAMPTON GATEWAY: STRATEGIC RAIL FREIGHT INTERCHANGE

## BRIEFING NOTE FOR ANDREA LEADSOM MP

This Briefing note sets out further information and clarification pursuant to the matters and actions outlined in the email from Tommy Gilchrist dated 22<sup>nd</sup> October 2017.

The Note considers the matters raised under a series of sub-headings which cover:

- 1.0 Rail matters.
- 2.0 Highways.
- 3.0 Employment and Travel to work matters.
- 4.0 Landscaping and visual screening.
- 5.0 Rail Central Issues.

To assist with an understanding of the issues further supporting information is appended to this Note. The Appendices includes:

- 1.0 Road 'heat' map.
- 2.0 Cross Sections.
- 3.0 Extracts from computer model showing views from Collingtree, Milton Malsor and Blisworth.

October, 2017

## 1.0 Rail matters

- 1.1 Roxhill will commit to delivering Phase 1 of the rail freight interchange prior to the occupation of any warehousing. The Phase 1 rail interchange will be a significant investment of around £15 million. It will accommodate at least 4 trains a day and extend to around 7 acres (this makes it similar in scale to the existing rail- terminal at the Birch Coppice SRFI near Birmingham).
- 1.2 Roxhill will also commit to deliver on-site rail infrastructure to ensure that around 60% of the on-site warehousing is capable of being directly rail connected.
- 1.3 Roxhill are in advanced discussions with a terminal operator.
- 1.4 Roxhill will future proof the site so a Rapid Rail Freight Facility can be delivered and so that the rail terminal can be utilised for different rail freight purposes. Indeed Roxhill are in advanced discussions with a local occupier keen to operate part of the terminal for construction aggregates.
- 1.5 The work Roxhill have undertaken liaising with Network Rail, concludes that there is sufficient freight capacity on the rail network to serve the site. As the site becomes established the number of trains per day will increase. This will occur over time and alongside improvements to capacity as a result of work by Network Rail and the opening of HS2. Roxhill is working with Network Rail to agree a Statement of Common Ground relating to rail matters, including network capacity.
- 1.6 Roxhill together with its partner Segro, are a leading player in the delivery of rail freight terminals and logistics space generally. They are experts in this market. They believe that the demand for logistics space in this area is unquestionable, but also that there is enormous potential for the growth of the use of rail in the logistics supply chain. Fundamentally, they believe that logistics will continue to wish to focus in the centre of the UK with Northampton being a particularly important location due to access to south east markets as well as the rest of the UK. It is considered that unless new rail freight terminals are provided existing and future logistic space will continue to rely almost entirely on the road based movement of goods.
- 1.7 Roxhill / Segro's commitment to this market demonstrates their confidence. As well as Northampton Gateway they are currently developing an SRFI at East Midlands Gateway, adjacent to J24 of the M1, have consent for an SRFI adjacent to the M25 at Radlett and a proposed RFI at Howbury.
- 1.8 At Northampton Gateway the infrastructure investment, before any buildings are developed, will be in the region of £80 million.
- 1.9 A similar commitment at East Midlands Gateway (EMG) has been made and works on the site and on off-site infrastructure are well underway. At EMG there has been extensive interest from companies wishing to operate the rail terminal. Eleven businesses submitted expressions of interest and Roxhill are now in detailed discussion with 3 shortlisted parties. Furthermore demand for the site has exceeded expectations, with detailed consent for the first two units equating to around a third of the overall site floorspace. The opportunity to utilise rail at EMG is a key part of the site's attraction and Roxhill are confident a rail connected site at J15 will attract occupiers.

## 2.0 Highways

2.0 Based on the evidence generated by the County Council Highway model Roxhill is confident that the Highway works proposed as part of the Northampton Gateway scheme will deliver significant betterment to M1, Junctions 15 and 15a, to the A508 particular via the provision of a bypass for the village of Roade and as a result of reductions in traffic in the villages of Milton Malsor, Blisworth and Collingtree.

2.1 Highway investment will be significant and there will be a commitment to deliver all improvements early in the construction process. The level of investment will be in the region of:

- £9 million on J15, M1
- £1 million on J15a , M1
- £20 million on the A508 including the Roade bypass

2.2 As requested a road 'heat' map is enclosed which demonstrate the benefits of the proposals to the road network (see Appendix One, a description of what this shows is also included in the Appendix).

2.3 The closure of Motorways and Trunk roads will often result in significant congestion and impact on local communities. This affects locations throughout the Country. The highway proposal cannot prevent Motorway closure during emergencies along this stretch of the M1, but will enable traffic to be better managed, in the case of an M1 closure, than would be the case without the development. Work to test the effects of the scheme in the event of an M1 closure, are being undertaken and will be presented in due course.

2.4 Roxhill will commit to restricting HGV's departing the site and travelling south on the A508. This will be managed by physically preventing a right turn out of the site, but also by installing number plate recognition and associated penalty system to prevent HGV's from u-turning at M1 Junction 15 and then travelling down the A508. HGV's which leave the site and travel south on the A508 will be fined automatically following a system that is in place and operational elsewhere in the UK.

2.5 Roxhill can confirm that the design of the Roade bypass will not prevent either the future potential dualling of the bypass or the opening of train station at Roade, if these are brought forward in due course.

## 3.0 Employment and travel to work matters

3.0 The Northampton Gateway scheme is anticipated to generate around 7500 jobs. Whilst the employment profile of logistics businesses can differ greatly, based on analysis of a wide number of large scale facilities similar to those envisaged at Northampton Gateway, the average make up of jobs is likely to include a full range of skills and qualifications with around 8% of jobs being in managerial roles, 21% in skilled support roles including IT, customer service, sales and engineering support and around 13% in administration and other office functions.

- 3.1 The capital investment for Northampton Gateway will be in the region of £400m and there will be around £348m added to the local economy per year as a result of the scheme.
- 3.2 Based on analysis of travel to work patterns and the employment profile of the proposal, it is anticipated that around 60% of employees will be from the immediate Northampton area, with around 90% coming from a wider core catchment area including Milton Keynes and Wellingborough. Employment on the site is expected to grow over time from when the first building might be occupied in 2021; growth will therefore occur alongside significant new housing and population growth in the core catchment area planned through the Core Strategy.
- 3.3 Travel to work patterns will partly be linked to public transport services. Extensive discussion have taken place with the Highway Authority and local bus service providers and it is anticipated that the scheme will deliver a new express bus service to Northampton together with improvements to existing services connecting the site to the wider area, including south to Milton Keynes. In addition it is likely that occupiers will provide their own staff shuttle services.

#### **4.0 Landscaping and visual screening**

- 4.0 The earthworks on the site will be significant. The general principle will be to lower the levels of the site where buildings and the rail terminal are proposed and use the arising material to create bunds around the site which can then be landscaped to help screen the site and mitigate its impact on the surrounding area. Following initial consultation the bunds adjacent to the M1 have been increased in height and will now be around 15m higher than the adjacent development plot levels. The landscaping on top of the bunds will provide further screening.
- 4.1 The effects of the bunds can be seen on the cross sections, attached at Appendix Two. Images from the computer model of the scheme have also been extracted to help illustrate what might be seen from the first floor windows of the properties in Collingtree, Milton Keynes and Blisworth. These are attached at Appendix Three. Three locations have been chosen and the images show 3 views from each location; from ground level, first floor windows level and then 25m high.

#### **5.0 Rail Central Issues**

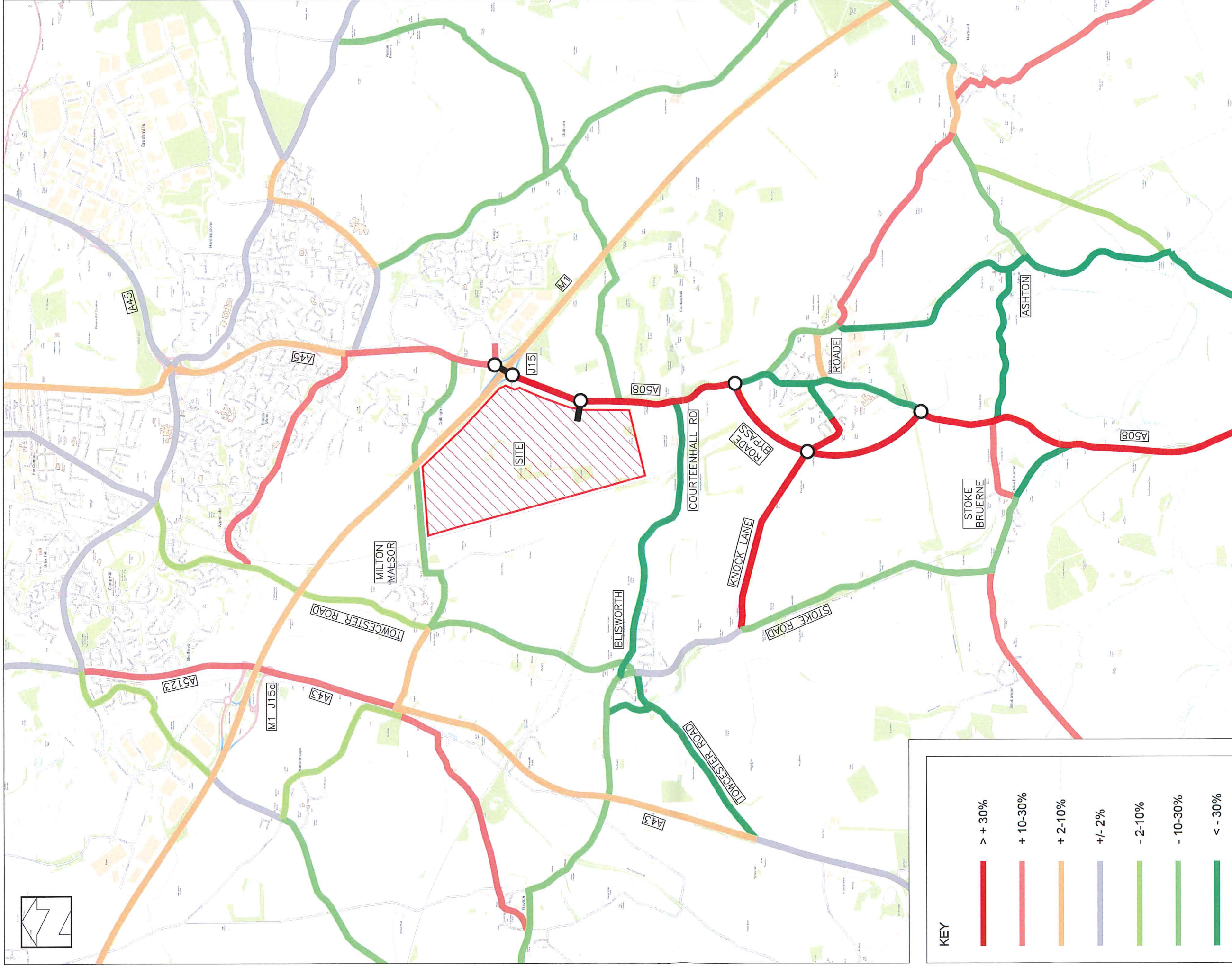
- 5.0 Roxhill would like to reiterate that Northampton Gateway is not linked in any way to the Rail Central proposal.
- 5.1 Roxhill believe that the need/demand for an SFRI in this location is extremely strong, but consider that the Northampton Gateway proposal is greatly superior than Rail Central.
- 5.2 Based on the information available, Roxhill consider that the Rail Central scheme will have significant environmental effects particularly in relation to landscaping and visual
- 5.3

amenity. It is also unclear how the transport impacts of the Rail Central scheme will be fully mitigated.

- 5.4 Roxhill also consider that the cumulative effects of Rail Central in addition to Northampton Gateway would be unacceptable. Whilst the overall transport effects of Northampton Gateway (when mitigation is taken into account) will be positive, the cumulative effects of Rail Central would be likely to have significant impacts on the strategic and local road network. It is unclear whether these cumulative effects could be appropriately mitigated. Further transport assessment work is underway to consider these cumulative issues.

**APPENDIX ONE: Road 'heat' map**

The Plan attached shows the forecast change in daily traffic flow on the highway network with the Northampton Gateway SRFI development operational and the highway mitigation works in place. The plan shows that the effect of the highway mitigation strategy is that existing traffic is drawn back onto the strategic and principal road network, particularly the A508. This is beneficial since these are the roads most suited for that traffic and there is a consequential reduction in traffic on the surrounding local roads and some of the surrounding villages.



**KEY**

	> + 30%
	+ 10-30%
	+ 2-10%
	+/- 2%
	- 2-10%
	- 10-30%
	< - 30%

Project: Northampton Gateway Strategic Rail Freight Interchange



Title: Forecast change in daily traffic flow resulting from proposed development and highway mitigation works



Dwg Size: A1	Scale: 1:2000	Date: 18/09/2017
Dwg No: ADC1475/FG/06	Rev: P1	

Rev	Description	Date
P1	Preliminary Issue	18/09/17

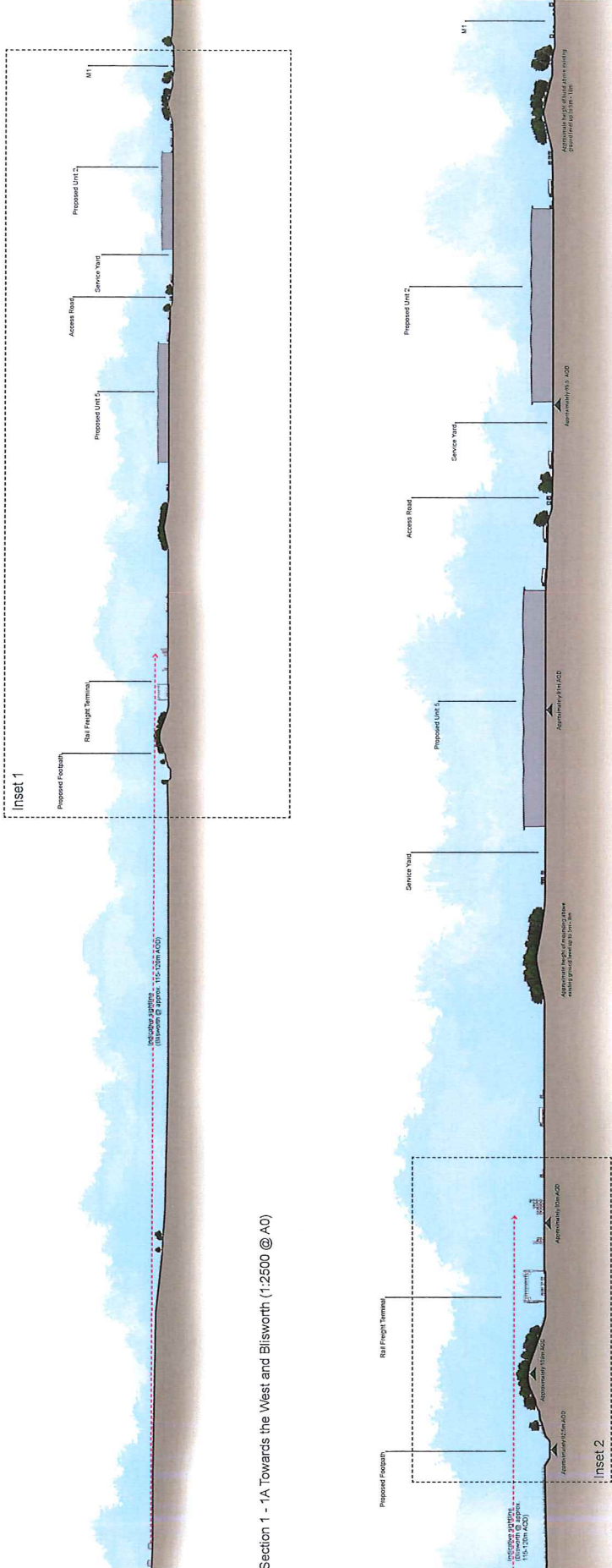


**APPENDIX TWO: Cross Sections**

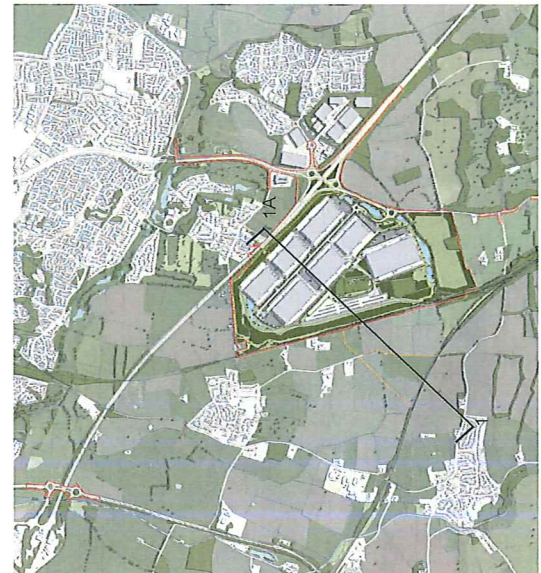


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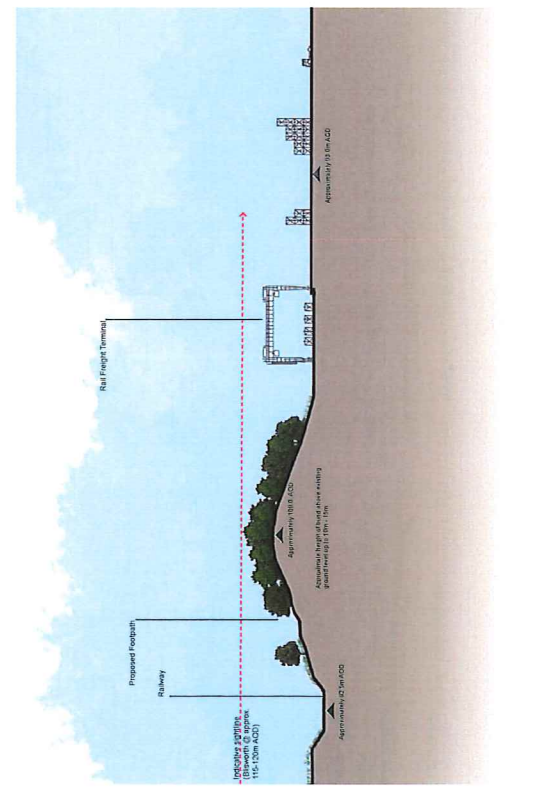
Note: Levels are approximate based upon available topographic surveying and OS data and do not constitute a survey.



Section 1 - 1A Towards the West and Blisworth (1:12500 @ A0)



Section Location Plan

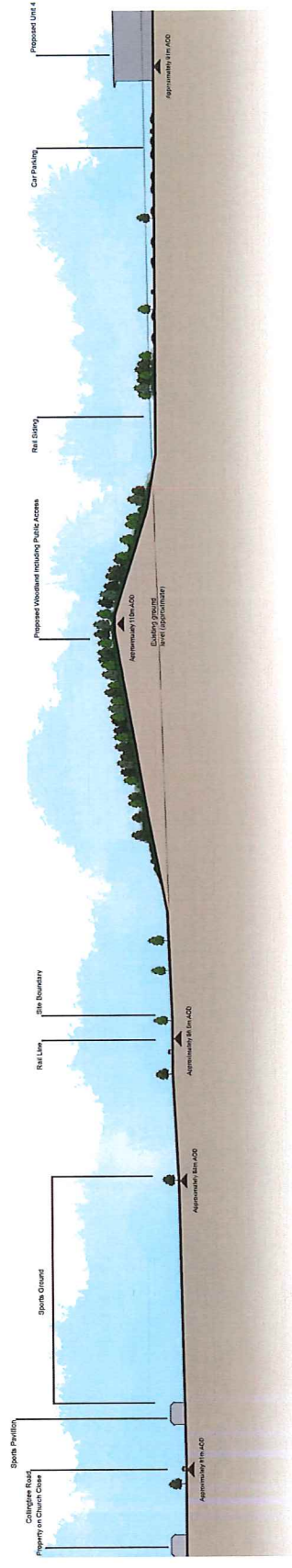


Inset 2 Towards the West and Blisworth (Not to Scale)

Inset 1 Towards the West and Blisworth (1:12500 @ A0)

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Note: Levels are approximate based upon available topographic survey and OS data and do not represent a strategy.



Section 3 - 3A Milton Maisor (South East Edge)

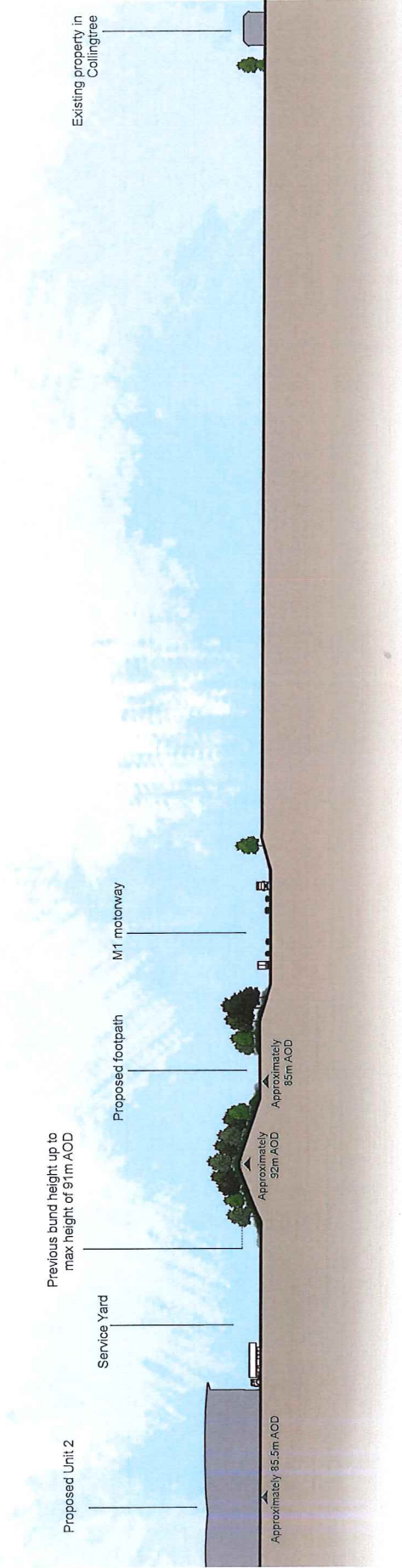


Section Location Plan

Scale 1:1000m

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Section 6 - 6A Towards the East and Collingtree (1:500 @ A0)

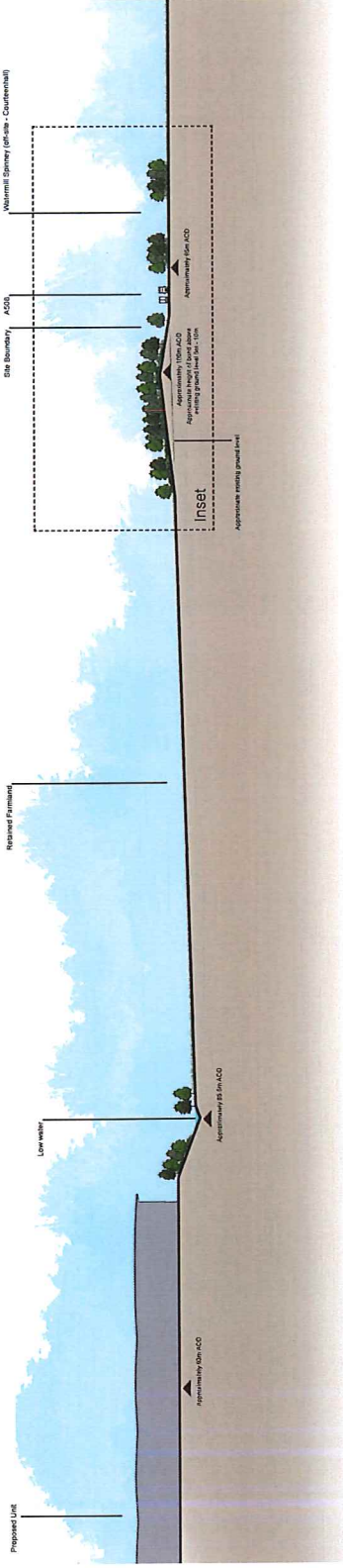


Section Location Plan



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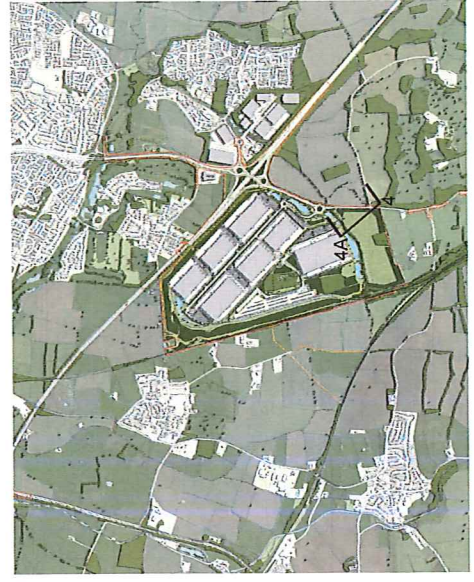
Notes: Levels are approximate based upon available topographic survey and OS data and do not constitute a survey.



Section 4 - 4A Towards Courteen Hall and A508



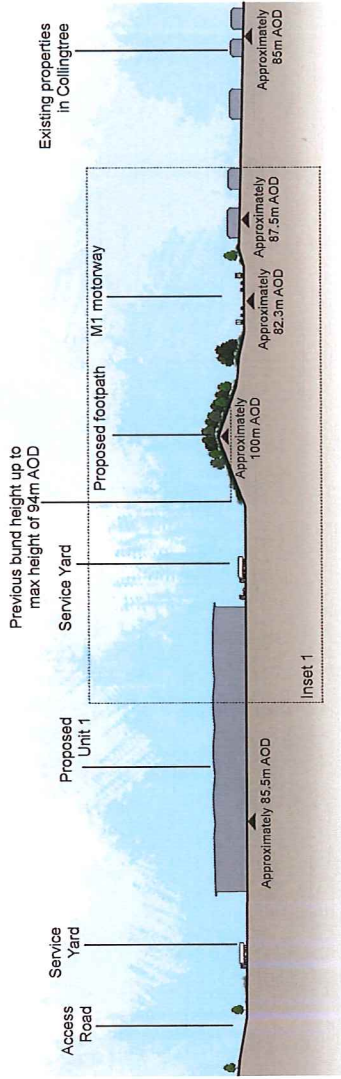
Inset Towards Courteen Hall and A508 (Not to Scale)



Section Location Plan

Environmental and Energy Ltd. 11000 040  
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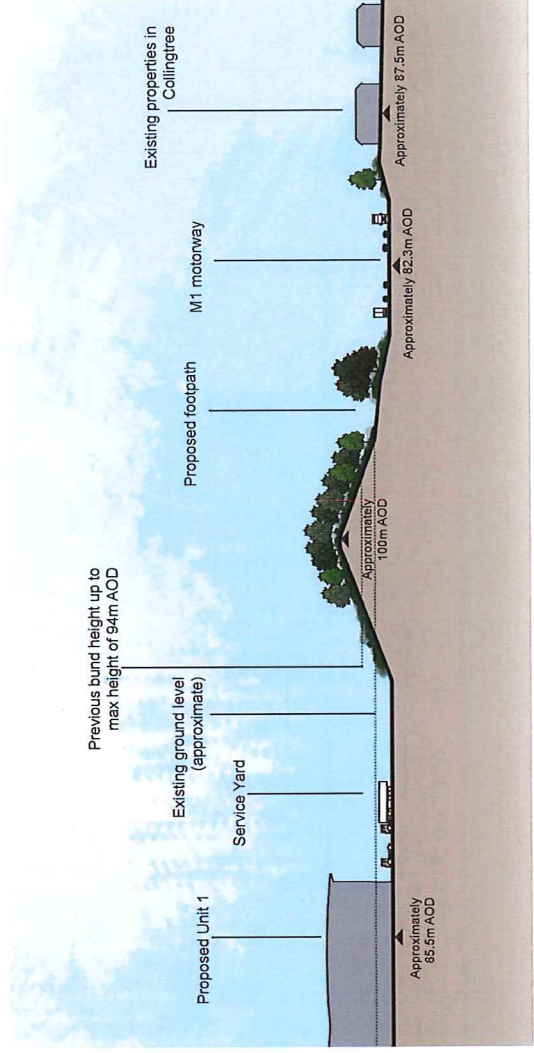
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Section 5 - 5A Towards the East and Collingtree (1:1000 @ A0)



Section Location Plan



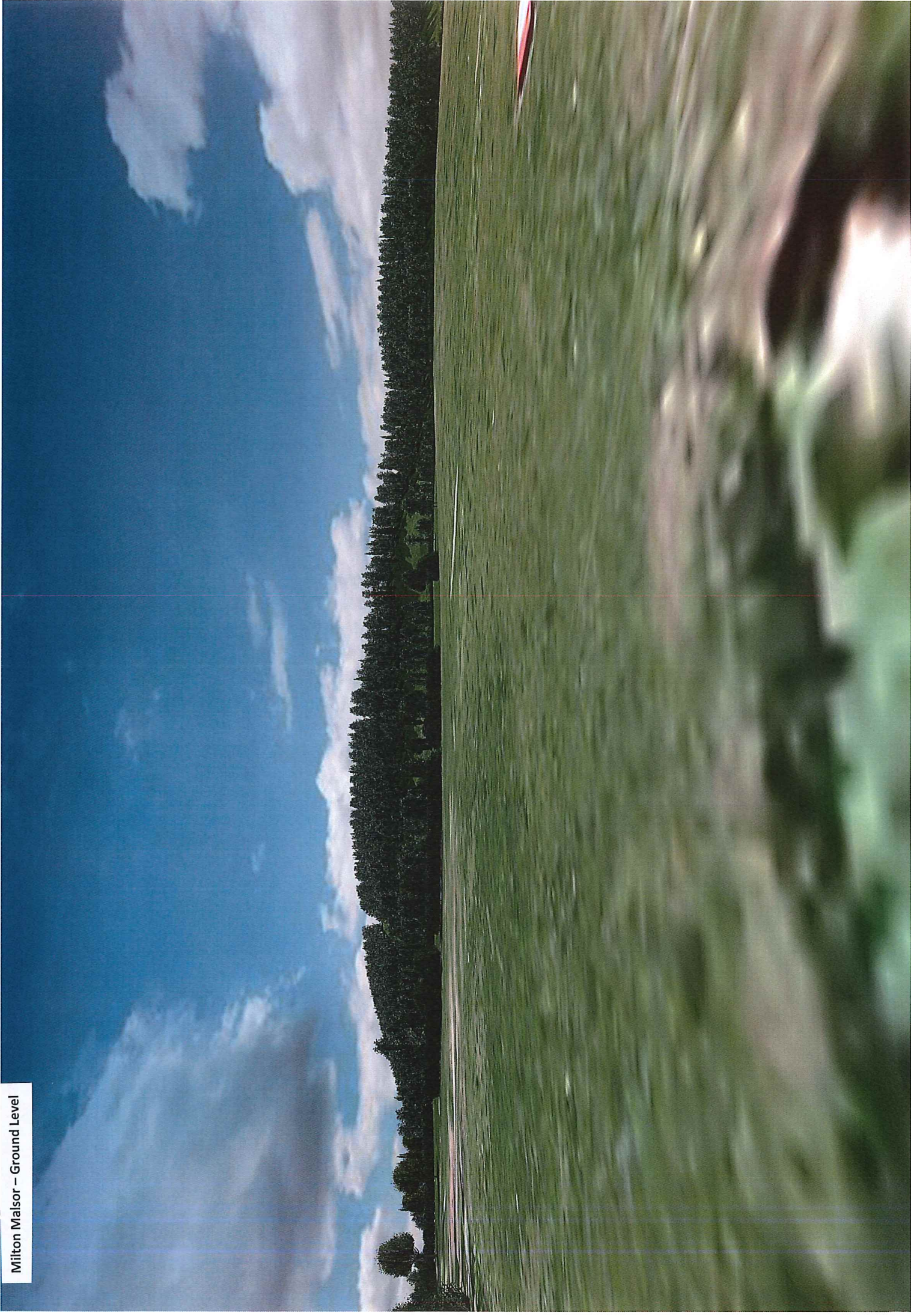
Inset Towards the East and Collingtree (1:500 @ A0)

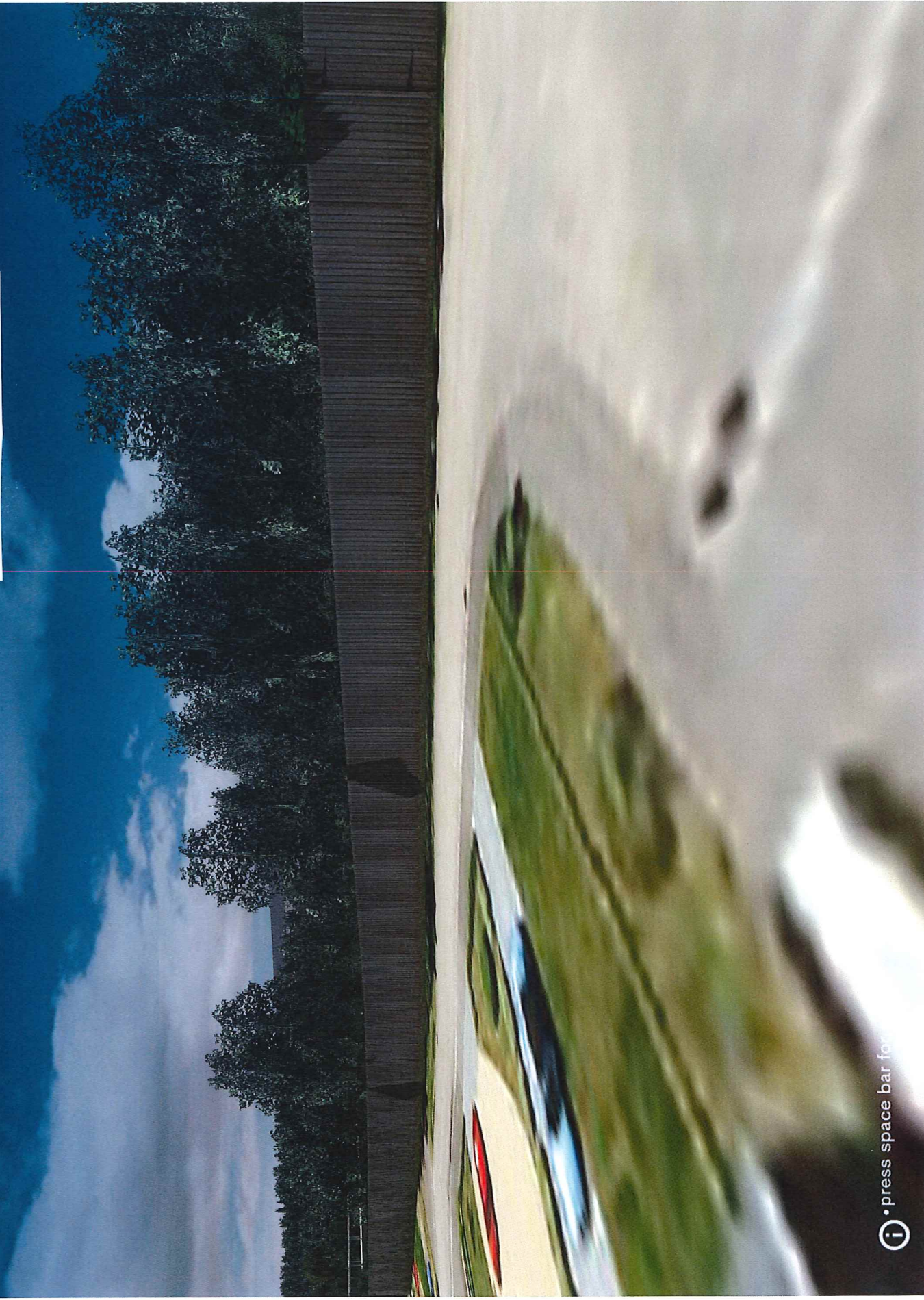
**APPENDIX THREE: Extracts from computer model showing views from Collingtree, Milton Malsor and Blisworth.**

The images show three views from each viewpoint location; from ground level, first floor window level and from 25m high.



Milton Malsor – Ground Level





ROXHILL

# M1 Junction 15 WEST NORTHAMPTON

Collingtree - Ground Floor Level (2 of 3)



 • press space bar for map

ROXHILL

# M1 Junction 15 WEST NORTHAMPTON

Collingtree – Ground Floor Level (3 of 3)

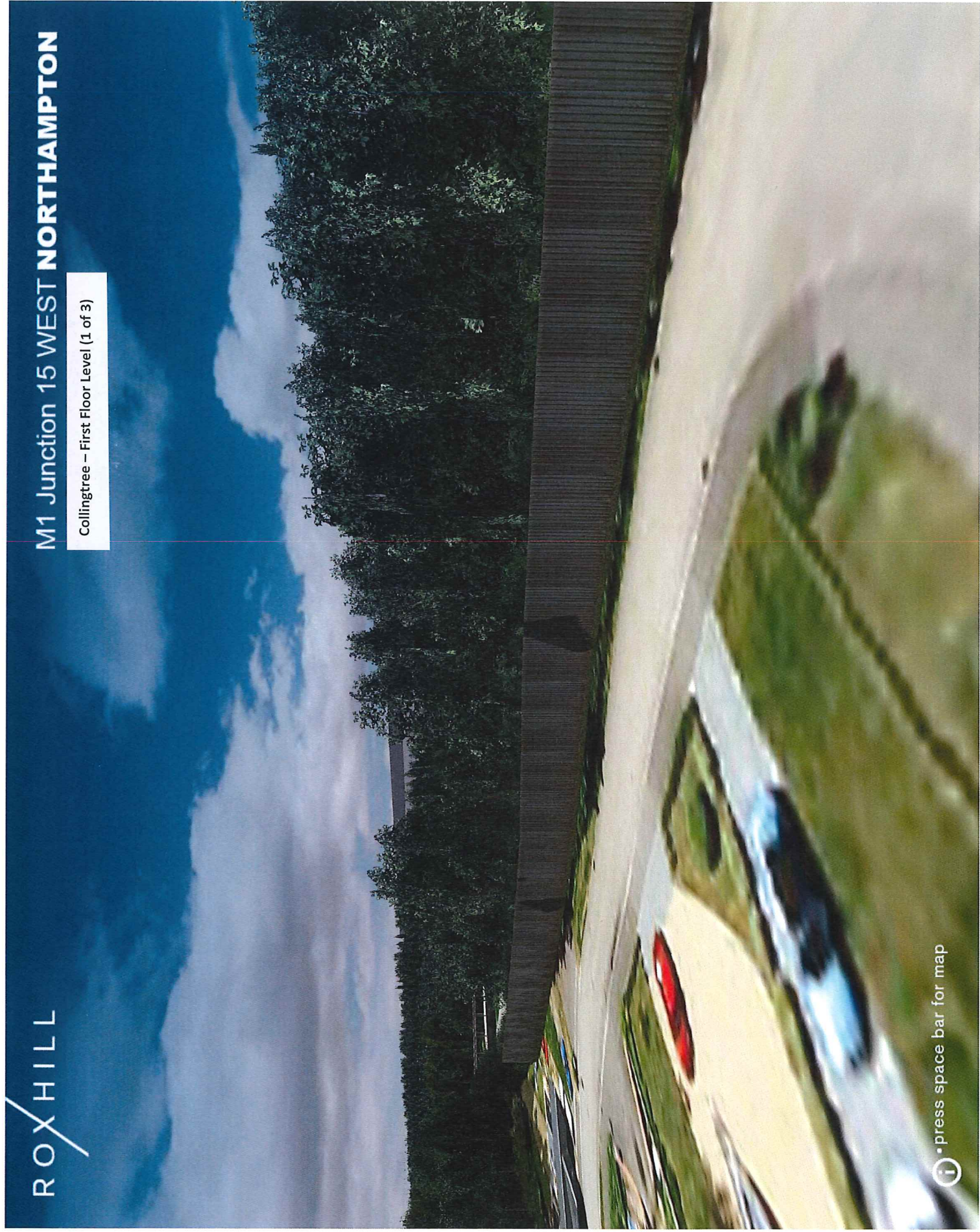
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ROXHILL

# M1 Junction 15 WEST NORTHAMPTON

Collingtree - First Floor Level (1 of 3)

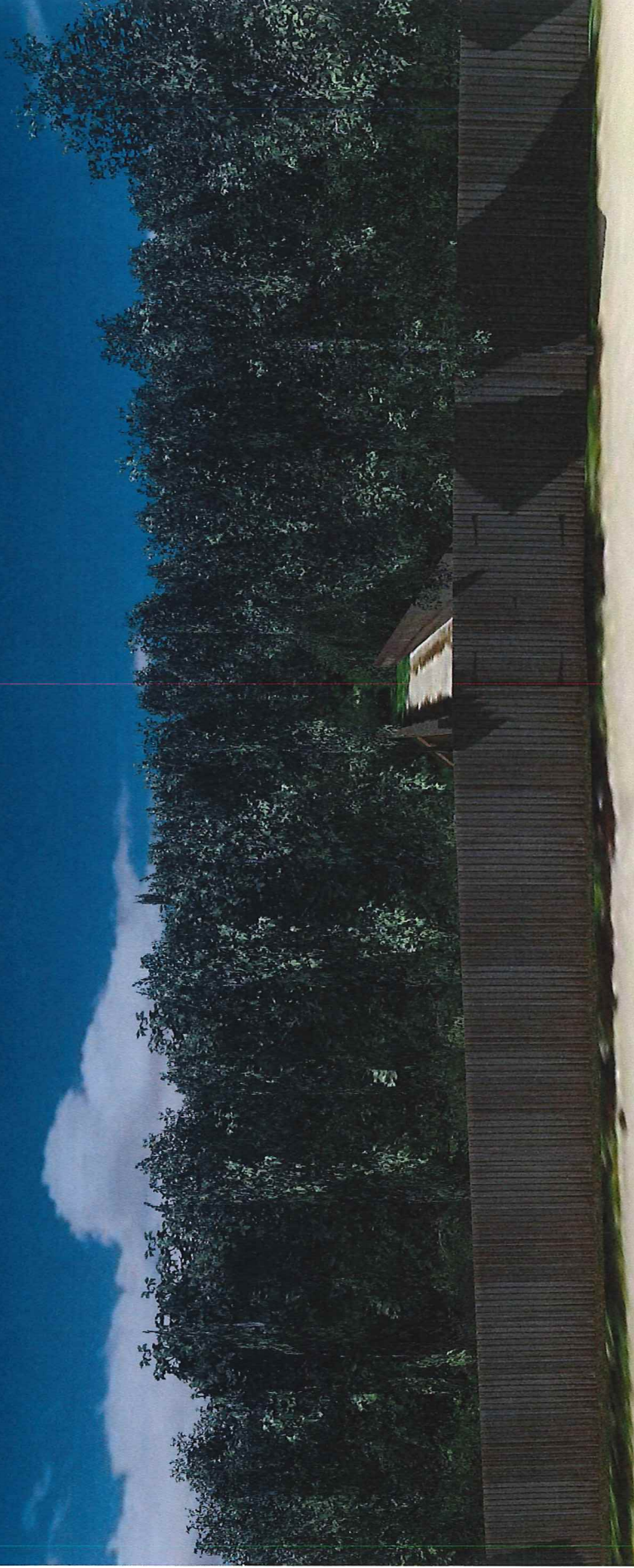



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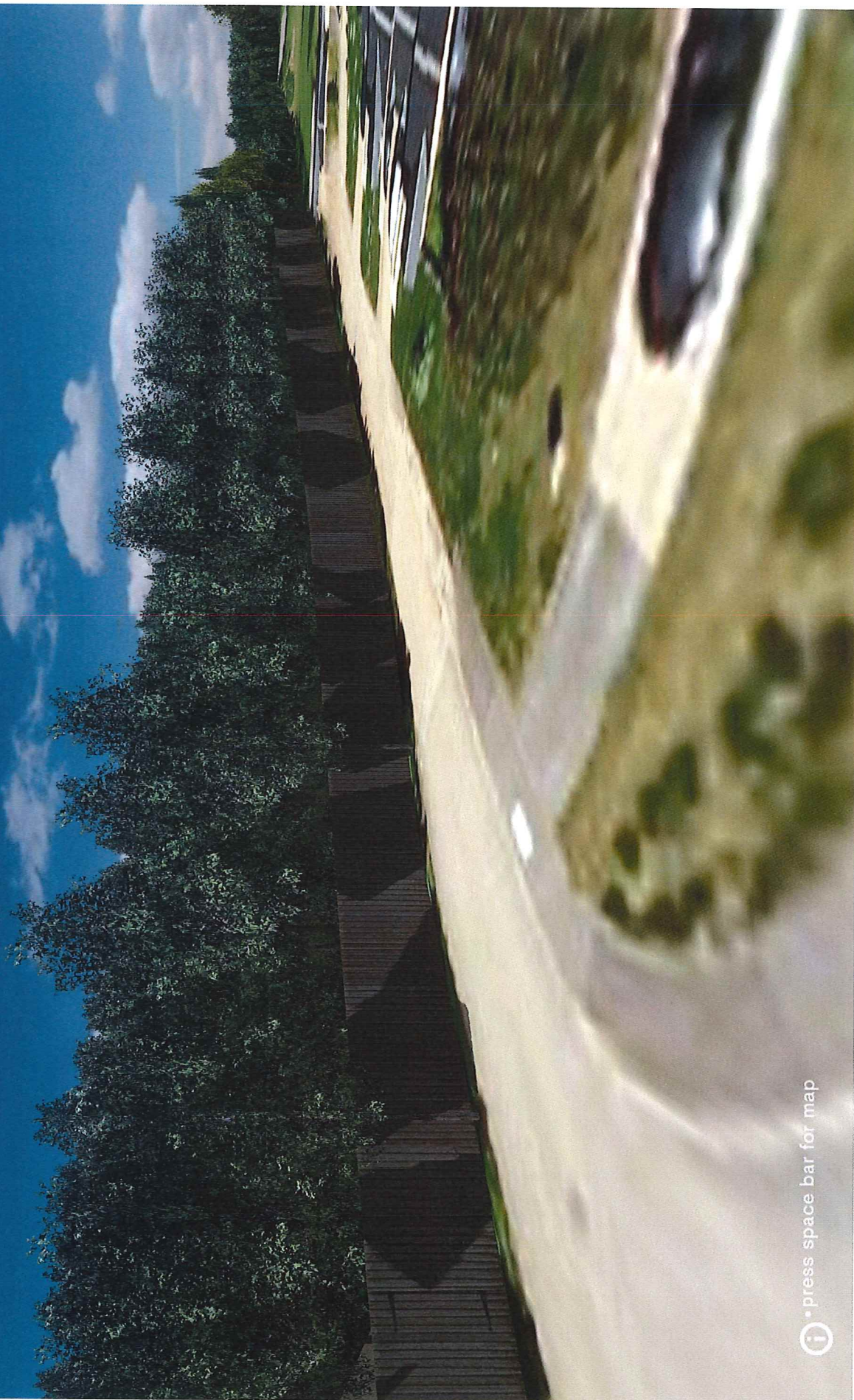
ROXHILL

# M1 Junction 15 WEST NORTHAMPTON

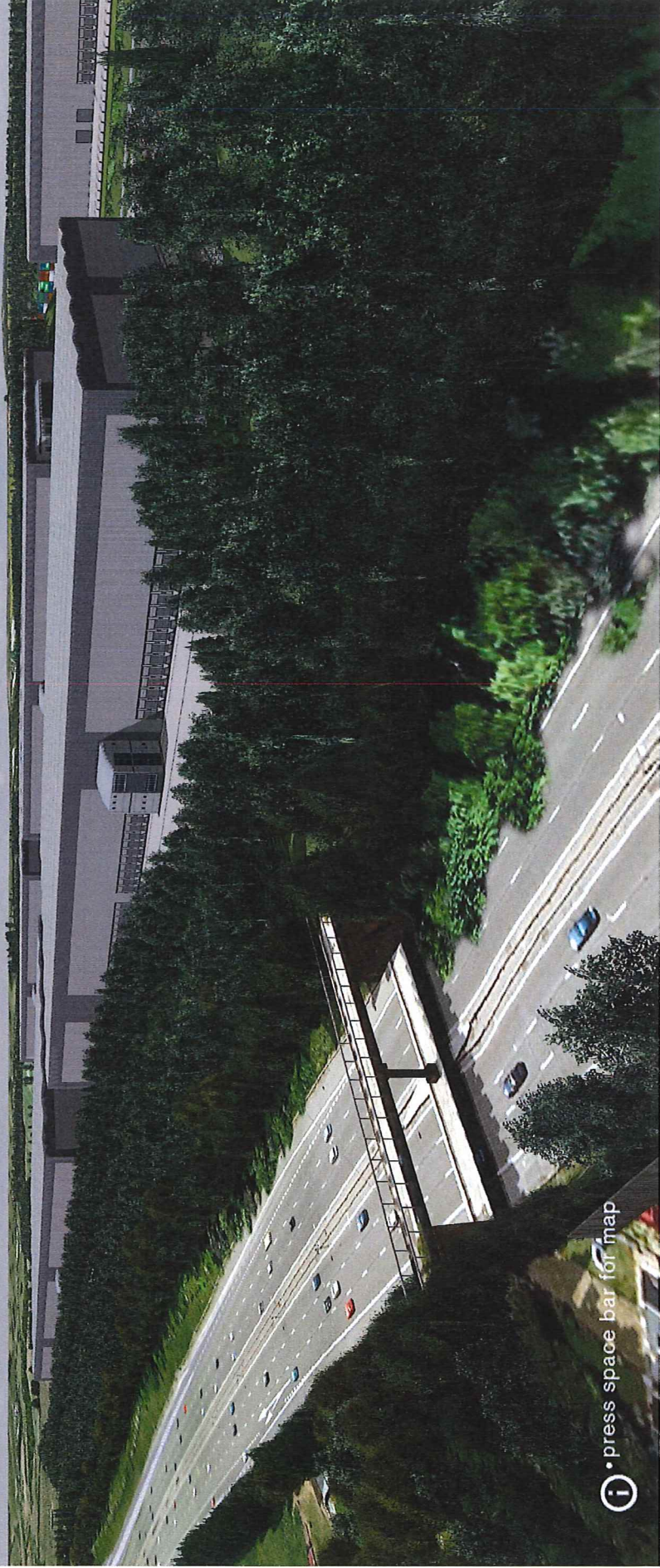
Collingtree - First Floor Level (2 of 3)



 • press space bar for map



Collingtree - 25mtrs above Ground Level (1 of 3)





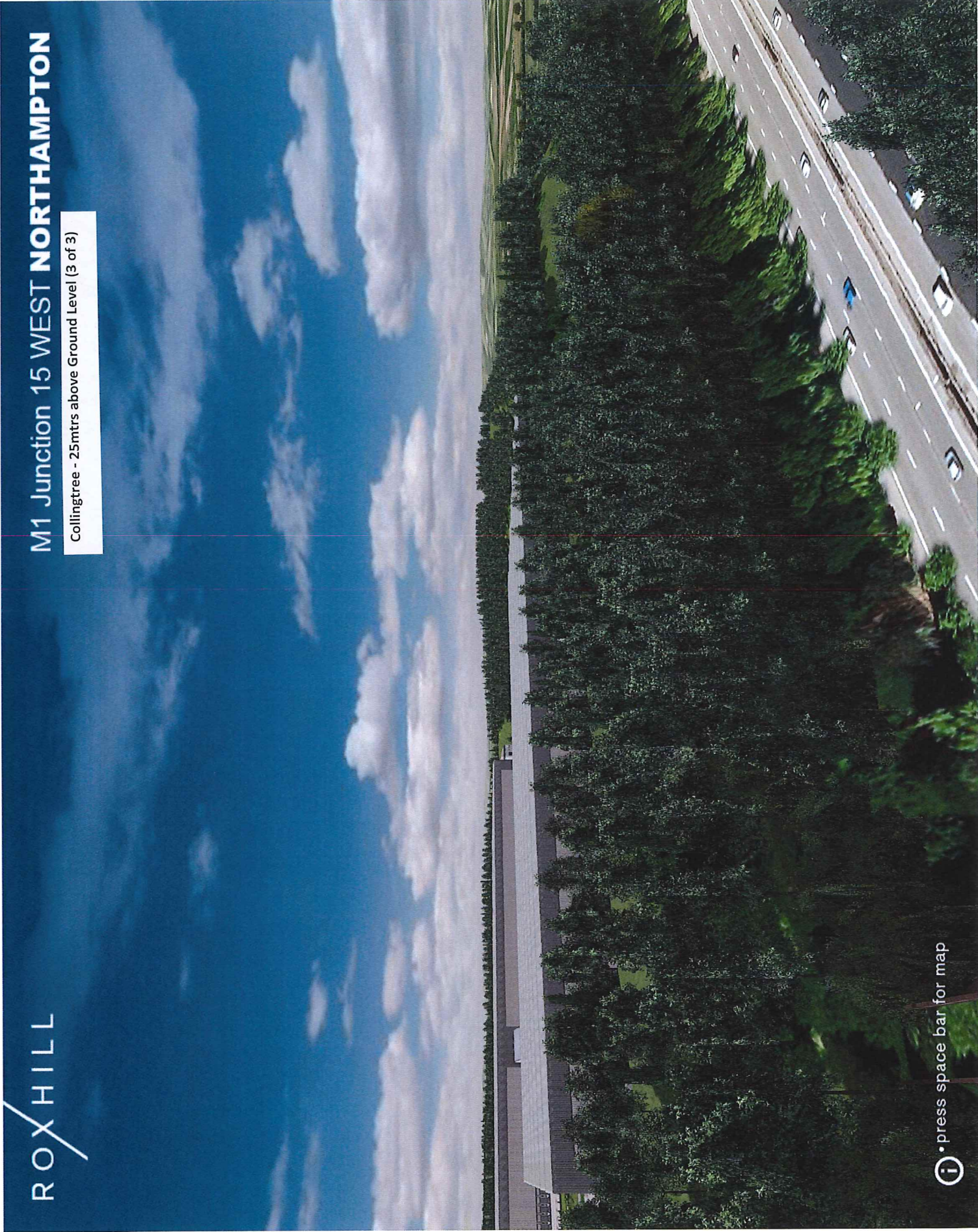
Collingtree - 25mtrs above Ground Level (2 of 3)



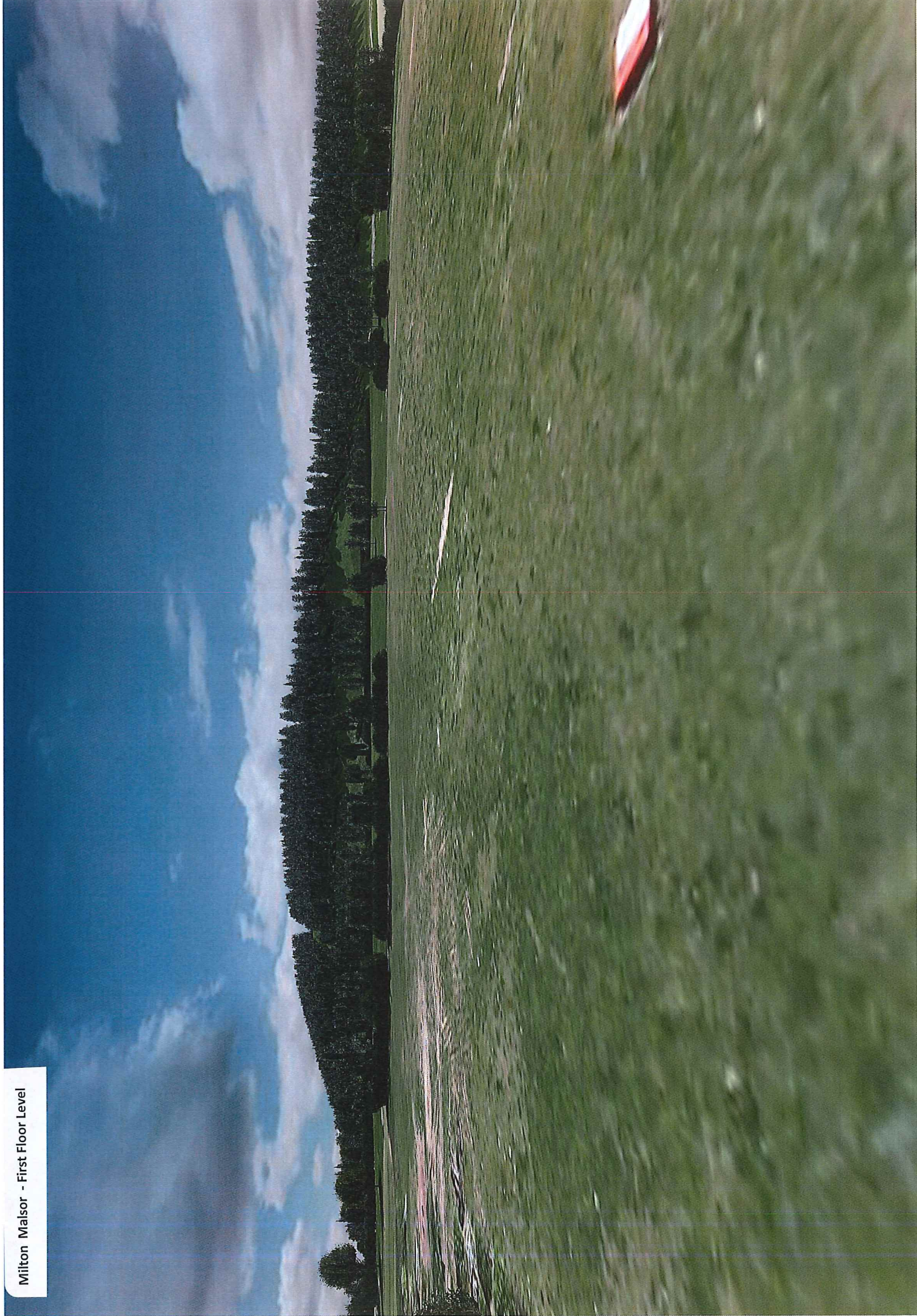
press space bar for map

# M1 Junction 15 WEST NORTHAMPTON

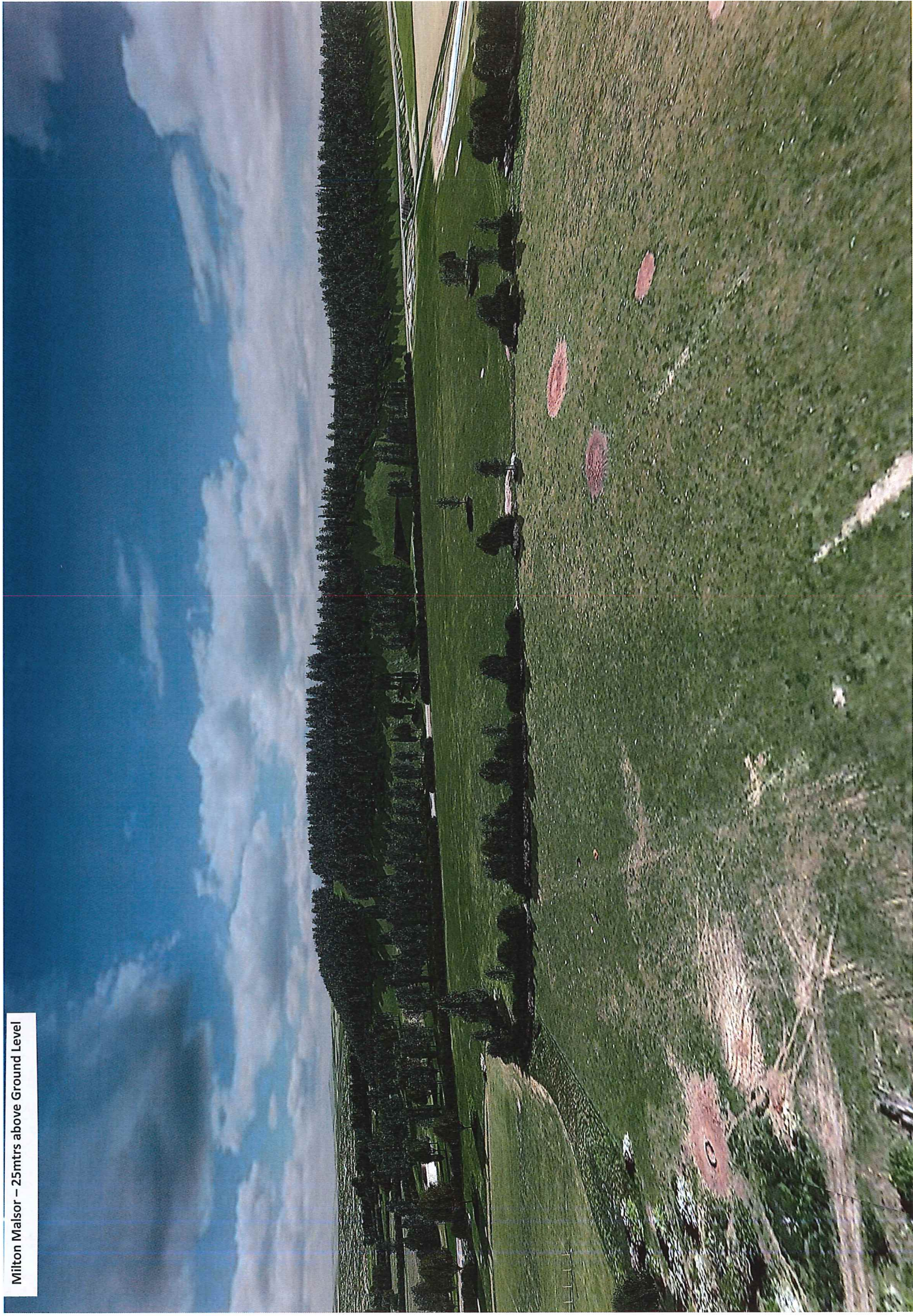
Collingtree - 25mtrs above Ground Level (3 of 3)



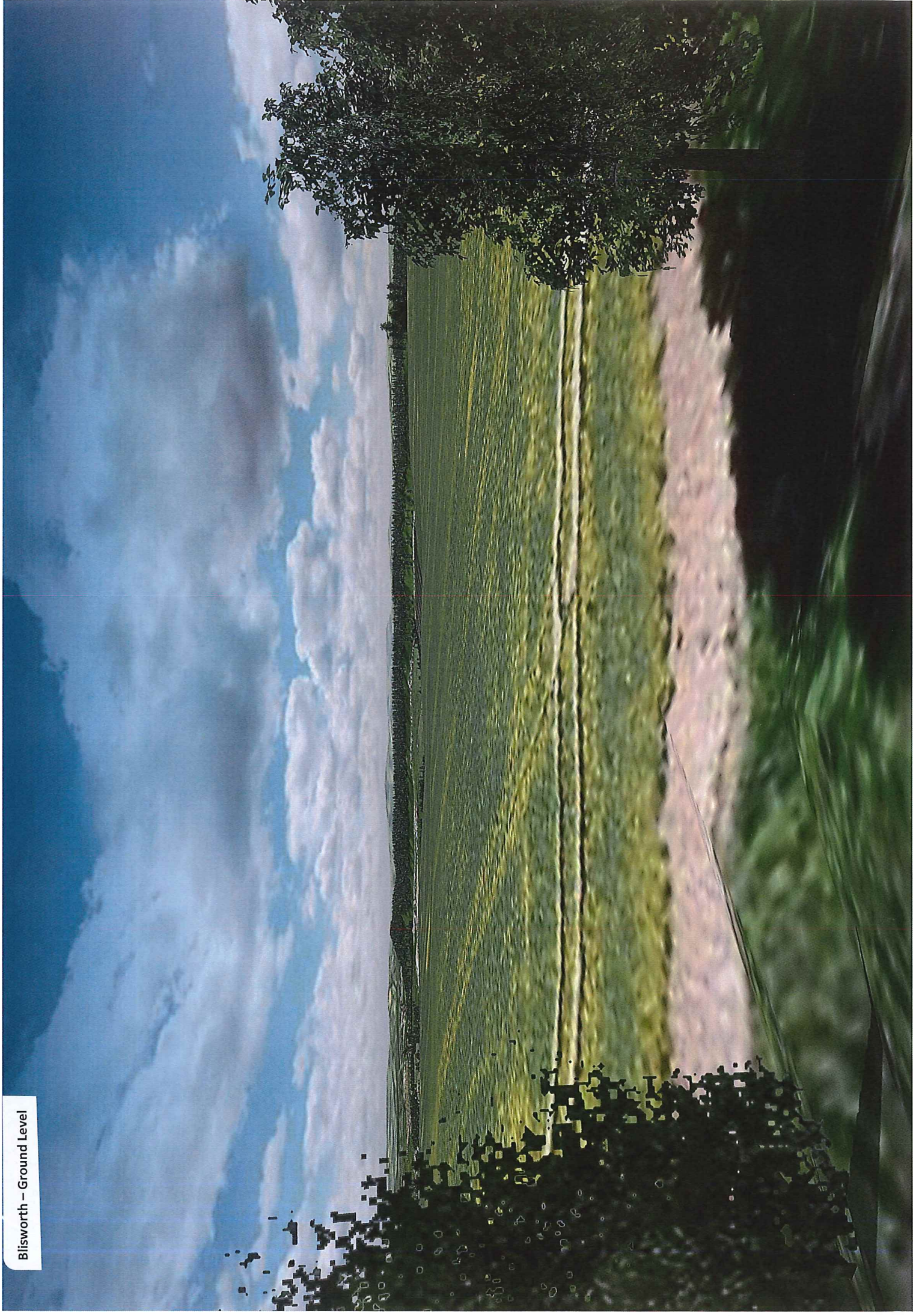
Milton Malsor - First Floor Level



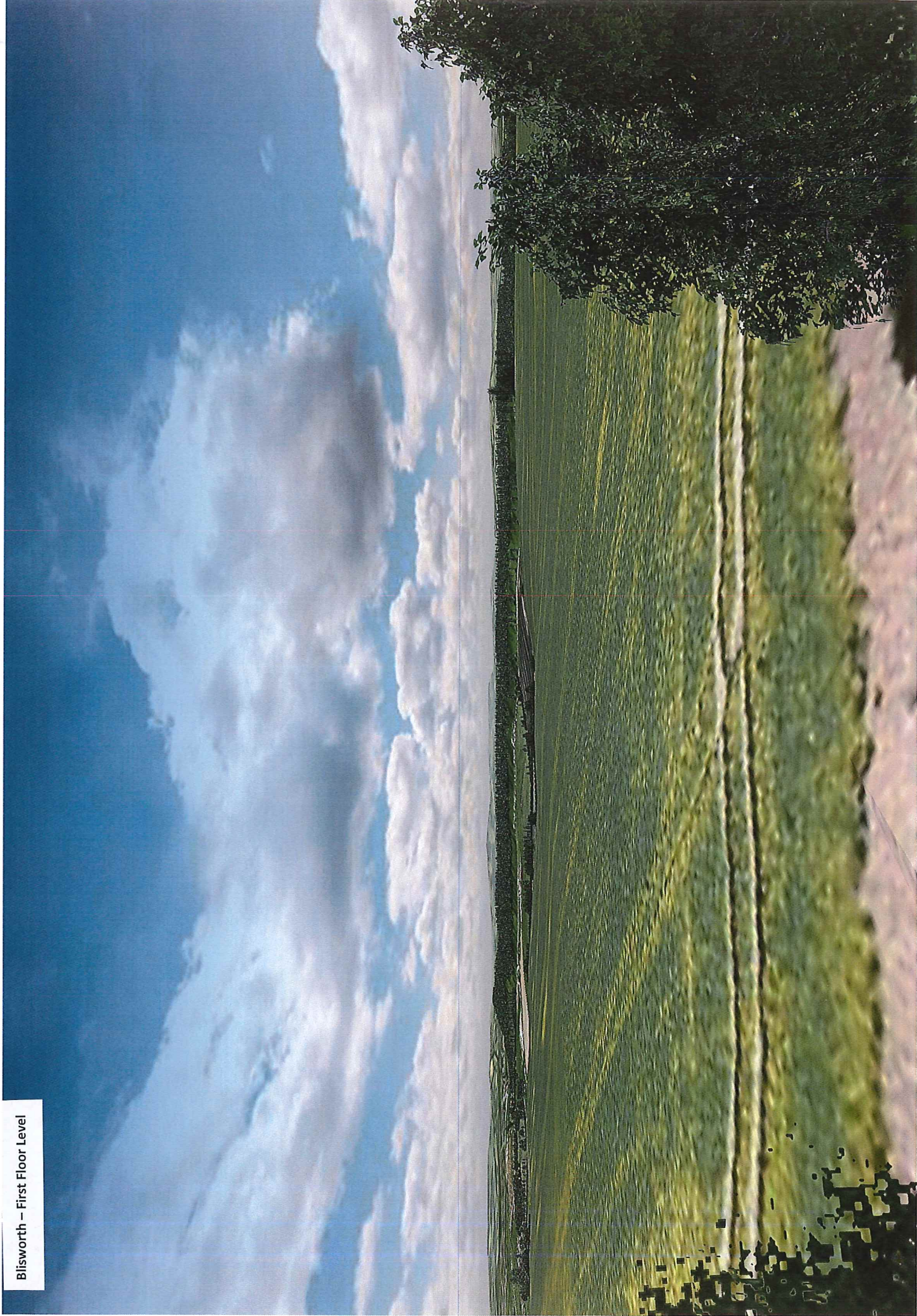
Milton Malsor – 25mtrs above Ground Level



Blisworth – Ground Level



Blisworth – First Floor Level



Blisworth – 25mtrs above Ground Level

