



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

TRANSPORT STATEMENT OF COMMON GROUND BETWEEN HIGHWAYS ENGLAND AND THE APPLICANT

DOCUMENT 7.1

The Northampton Gateway Rail Freight Interchange Order 201X

Regulation No: 5 (2) (q)

TRANSPORT STATEMENT OF COMMON GROUND BETWEEN HIGHWAYS ENGLAND
AND THE APPLICANT | MAY 2018

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ROXHILL

M1J15 NORTHAMPTON GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE

Statement of Common Ground between Roxhill (Junction 15) Ltd and Highways England in relation to transport matters

1. Introduction

- 1.1 This Statement summarises the agreement reached to date between Roxhill (Junction 15) Ltd and Highways England.
- 1.2 Highways England have, with Northamptonshire County Council, formed the Transport Working Group (TWG) which has met regularly since July 2016 with a remit to develop and review the transport modelling, highway mitigation strategy, non-car measures (including the Travel Plan and Public Transport Strategy), road safety, and the Transport Assessment for the above Development.
- 1.3 The TWG comprises Northamptonshire County Council, Highways England and their Consultant, Aecom, and the Developer Roxhill (Junction 15) Ltd and their Consultants, ADC Infrastructure Ltd, BWB Consulting Ltd, and Integrated Transport Planning Ltd.
- 1.4 A separate Statement of Common Ground covers the interface with the Highways England Smart Motorway Project for M1 Junctions 13 to 16.

2. Development Proposals

- 2.1 The Development will comprise the following Inter-related components:-
 - I. An Intermodal freight terminal including container storage and HGV parking, rail sidings to serve individual warehouses, and provision of an aggregates facility as part of the Intermodal freight terminal, with the capability to also provide a 'rapid rail freight' facility;
 - II. Up to 468,000 sq m (approximately 5 million sq ft) (gross internal area) of warehousing and ancillary buildings, with additional floorspace provided in the form of mezzanines;
 - III. 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;
 - IV. 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;
 - V. Strategic landscaping and tree planting, including diverted public rights of way;
 - VI. Earthworks and demolition of existing structures on the SRFI site.

3. Basis of Agreement

- 3.1 The following documents have been provided to and reviewed by Highways England.

Document title	Reference	Document ref
Personal Injury Accident Assessment Technical Note	ADC1475 TNA v2	TNA
TN1: Transport Modelling Methodology	ADC1475 TN1 v2	TN1
TN2: Trip Generation	ADC1475 TN2 v4	TN2
TN2 Addendum: Opening Year Trip Generation	ADC1475 TN2 Addendum v1	TN2A
TN3: HGV Trip Distribution	ADC1475 TN3 v2	TN3
Light Vehicle Trip Distribution	WSP Technical Note: M1 Gateway Trip Distribution (23/06/17)	WSPTN1
TN4: Scope of Highway Design Work	NGW-BWB-HGN-XX-RP-D-01-S3-P6	TN4
TN5: M1 Junction 15	ADC1475 TN5 v5	TN5
TN6: M1 Junction 15A	ADC1475 TN6 v2	TN6
TN7: A45 Queen Eleanor Gyratory and Wootton Interchange	ADC1475 TN7 v3	TN7
TN9: Layby Capacity	ADC1475 TN9 v2	TN9
TN10: Impacts North of the M1 including the A45 Corridor	ADC1475 TN10 v4	TN10
TN10 Addendum	ADC1475 TN10 Addendum v2	TN10A
Walking, Cycling & Horse-Riding Assessment Review: Assessment Report	ADC1475 WCHAR v4	WCHAR1
Walking, Cycling & Horse-Riding Assessment Review: Review Report	NGW-BWB-ENM-XX-RP-C-100-S4-P1	WCHAR2
NSTM Northampton Gateway Local Model Validation Report	70026370 (30 March 2017)	LMVR1
M1 J15 & J15A VISSIM Model - Local Model Validation Report	LMVR J15_15a Final Version Rev 2	LMVR2
M1 J15 & J15A VISSIM Model - Local Model Validation Report Addendum	M1J15 Local Model Validation Report Addendum (25/04/17)	LMVR2A
VISSIM Modelling Summary	02664 Northampton Gateway (23/01/2018)	VISSIM1
VISSIM Modelling Summary - Proposed site access	02664 Northampton Gateway (23/01/2018)	VISSIM2
Stage 1 Road Safety Audit	NGW-BWB-GEN-XX-RP-TR-001_RSA1 Rev2	RSA1
Street Lighting Strategy	NGW-BWB-GEN-XX-SK-C-SK09-S2-P1	

3.2 The following documents have been provided to Highways England for information as part of the documents provided to the Transport Working Group but fall within

Northamptonshire County Council's jurisdiction and hence have not been reviewed in detail by Highways England.

Document title	Reference	Document ref
Framework Travel Plan	Northampton Gateway Travel Plan 2.7_260218	FTP
Public Transport Strategy	Northampton Gateway Public Transport Strategy FINALDRAFT1.4_140318	PTS
TN8: A508 Corridor	ADC1475 TN8 v2	TN8
TN11: Impact at Junctions along the A5076 Corridor	ADC1475 TN11 v2	TN11
Road Bypass Options Report	NGW-BWB-HGN-R-RP-D-01-S3-P4	RBOR
Geometric Design Strategy Record - A508 Route Upgrade	NGW-BWB-HGN-XX-RP-D-01-S4-P2	GDSR2
Works Plans relating to NCC Highway	DCO documents 2.2C to 2.2E	
Access and Rights and Way Plans relating to NCC Highway	DCO documents 2.3C to 2.3E	
Highway Plans relating to NCC Highway	DCO documents 2.4C to 2.4E, 2.4H, 2.4J, 2.4L, 2.4P, 2.4Q, 2.4S	
Highway Classification Plans relating to NCC Highway	DCO documents 2.5B to 2.5D	
Speed Limit Plans relating to NCC Highway	DCO document 2.7B to 2.7D	

3.3 As part of the Stage 2 Statutory Consultation Highways England were provided with draft versions of the documents and plans listed in the table at para 5.3. These have been reviewed by Highways England and also form part of the basis of agreement.

3.4 The highway mitigation measures comprise the following works:

- I. Construction of a new roundabout on the A508 Northampton Road to serve as the access to the Development, configured to require all departing HGVs to travel north to M1 Junction 15 (DCO document 2.4B);
- II. Dualling of the A508 carriageway between the new site access roundabout and M1 Junction 15 (DCO document 2.4B);
- III. Significant enlargement and reconfiguration of M1 Junction 15 (DCO document 2.4A and 2.4B);
- IV. Widening of the A45 to the north of M1 Junction 15 and the signalisation of the Watering Lane Junction (DCO document 2.4B);
- V. Alteration of M1 Junction 15A to provide an additional lane and signalisation on the A43 northbound approach, signal control and additional flared lane on the A43 eastbound approach, an additional lane on the A5123 southbound approach and circulatory carriageway widening (DCO document 2.4F);

- VI. Construction of a new Bypass west of Roade between the A508 Northampton Road to the north of Roade and the A508 Stratford Road to the south of Roade, including a four arm roundabout connecting the Bypass to Blisworth Road (DCO documents 2.4C and 2.4D);
- VII. 7.5T environmental weight restriction (with access permitted for loading) (DCO document 2.6):
- throughout Roade;
 - along Knock Lane/Blisworth Road between Roade Bypass and Stoke Road;
 - along Blisworth (Courteenhall) Road between the A508 and High Street, including parts of Blisworth;
 - along the unnamed road between the A508 and Quinton;
 - throughout Stoke Bruerne and Shutfanger;
 - Wootton & East Hunsbury, to the west of the A45, east of Towcester Road and south of the A5076.
- VIII. Alterations at key locations along the A508 as part of an 'A508 route upgrade'; comprising:
- Blisworth (Courteenhall) Road Junction Improvement (DCO document 2.4C);
 - C26 Rookery Lane/Ashton Road Junction Improvement (DCO document 2.4F);
 - C85 Pury Road Junction Improvement (DCO document 2.4F);
 - C27 Stoke Road/Knock Lane Junction Improvement and Knock Lane widening (although not on the A508, this is required as a result of changing traffic volumes on the A508) (DCO document 2.4F);
 - Provision of a pedestrian crossing at a bus stop and ghost island in Grafton Regis (DCO document 2.4F).

- 3.5 A financial contribution will also be provided to Northamptonshire County Council for:
- Improvement schemes at the A45 Queen Eleanor Interchange and at junctions along the A5076, extending between the A45 and A5123; and
 - a Knock Lane and Blisworth Road maintenance and minor works fund, to be used in the event that the increased use of the road should advance the need for maintenance or other remedial works.

3.6 The highway mitigation measures listed at para 3.4 will be phased as follows:

Stage of Development/Trigger	Para 3.4 Ref	Description
To be completed prior to the occupation of the first warehouse to be occupied	I & II	Site access roundabout and A508 dualling
	III & IV	M1 Junction 15 & A45 Improvement
	VII(d)	Environmental weight restrictions along the unnamed road between the A508 and Quinton
	VII(f)	Environmental weight restrictions in Wootton & East Hunsbury
To be completed within two years of occupation of the first warehouse to be occupied	VI	A508 Roade Bypass
To be completed prior to the opening to traffic of the A508 Roade Bypass	VII(a)	Environmental weight restrictions throughout Roade
	VII(c)	Environmental weight restrictions along

		Blisworth Road
	VII(e)	Environmental weight restrictions along throughout Stoke Bruerne and Shutlanger;
	V	M1 Junction 15A
	VIII(a)	A508 / Blisworth Road junction improvement
	VIII(b)	A508 / Rookery Lane / Ashton Road junction improvement
	VIII(c)	A508 / Pury Road junction improvement
	VIII(d)	Knock Lane / Blisworth Road improvements
	VIII(e)	A508 Grafton Regis improvements

It is agreed that:-

- 3.7 As requested by the Highway Authorities, at a strategic level the transport effects of the proposed Development have been modelled using Northamptonshire County Council's transport model, known as the Northamptonshire Strategic Transport Model (NSTM2). The model is maintained by WSP on Northamptonshire County Council's behalf, and WSP have independently undertaken all strategic transport modelling using inputs as agreed with the TWG.
- 3.8 The NSTM2 provides an appropriate basis for the cumulative impacts of the proposed Development in combination with other defined committed and allocated land uses and infrastructure schemes to be assessed. Both the baseline and forecast NSTM2 models are approved as fit for assessing the proposed Development traffic impacts.
- 3.9 The assessment of the Development traffic highway impact using the NSTM2 is robust as no account of the reduction in Development traffic due to the Travel Plan and Public Transport Strategy has been taken.
- 3.10 The documents and plans in the table in para 3.1 have been prepared in accordance with relevant standards and/or methodologies agreed by Highways England as appropriate for assessment of the Development. Together they represent a fair and reasonable assessment of the impact of the Development on the transport network and they utilise the appropriate assessment methodology, trip generation, light and HGV traffic distribution and assignment. They conclude by defining the highway mitigation measures summarised in paras 3.4 and 3.5 that are agreed as appropriate and necessary to mitigate the impacts of the Development.
- 3.11 The phasing of the highway mitigation measures in the table at para 3.6 is agreed.
- 3.12 The documents and plans in the table at para 3.1 also cover walking, cycling, public transport, and public rights of way and demonstrate that the Development can be accessed in a sustainable manner, and that impacts on non-motorised users would be mitigated.
- 3.13 The design of the highway mitigation measures, in so far as they relate to works which fall under the jurisdiction of Highways England, have been advanced to a sufficient stage to confirm that they are implementable, with only matters of detail to be agreed in accordance with the protective provisions set out in the DCO. The highway mitigation is implementable without adversely impacting the safety of road users, subject only to the consideration and agreement of the outcomes of the Stage 1 Road Safety Audit and resolution of points of specific detail.

- 3.14 Highways England agree that any land within its land ownership within the extent of the order limits may be used for the purpose of implementing the highway mitigation measures subject to the protective provisions within the DCO.
- 3.15 The highway mitigation measures are required to provide satisfactory access to the proposed Development and to accommodate the traffic reassignment effects resulting from the impact of the Development traffic and highway mitigation works. The highway works release the existing constraint at M1 Junction 15, allowing the benefits of the SRFI site proximity to the junction to be fully realised. The highway works also address existing constraints at Junction 15A, by providing additional capacity and removing instances of queuing traffic blocking back to the M1 mainline.
- 3.16 Highways England agrees that subject to the satisfactory securing of the highway mitigation measures and the associated mitigation to be delivered by the Travel Plan and Public Transport Strategy, there would be no significant adverse residual transport impacts associated with the Development proposals.

4. SRFI scheme without SMP

- 4.1 The M1 J13-16 Smart Motorway Project (SMP) is due to be constructed between June 2018 and March 2022. It is understood and agreed that the SRFI scheme needs to include for the eventuality that the SMP is not constructed or is materially delayed. In this eventuality it is agreed, subject to agreement of points of specific detail as set out in the table at para 5.3, that the general arrangement for M1 Junction 15 as shown on Highway Plans 2.4T and 2.4U would be provided in lieu of the scheme shown on the Highway Plans 2.4A and 2.4B. If this were to be implemented, then, as with the proposed scheme which includes the SMP, the SRFI scheme would obtain the necessary detailed design approvals in accordance with the protective provisions within the DCO.
- 4.2 It is agreed that the trigger for para 4.1 would be that the SMP works within 1.5km of M1 Junction 15 are not programmed to commence within six months of the commencement of the Northampton Gateway works at Junction 15.

5. Areas of ongoing work

- 5.1 The Transport Assessment summarises and brings together in one place the submitted documents, which together with the ES Transport Chapter support the DCO for the Development. The documents given in the table below are not complete at this stage and it is anticipated that an addendum to this statement will be prepared in due course to confirm that these documents accord with the agreement already reached.

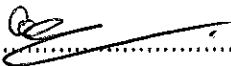
Document	Reference
Final Transport Assessment	TA
Final ES Transport Chapter	ES Chapter 7
Stage 1 Road Safety Audit Response Report	RSARR1

- 5.2 The geometric design, as set out in the Geometric Design Strategy Record (GDSR1) and shown on the Highway Plans, has been reviewed in detail by Highways England and, whilst Highways England are in agreement to the overall scheme proposals, both parties are currently working to agree the final matters of detail, all of which are expected to be resolved positively.
- 5.3 The documents and plans listed in the table below are therefore not complete at this stage and it is anticipated that an addendum to this statement will be prepared in due course to confirm that agreement has been reached.

Document	Reference
Geometric Design Strategy Record - M1 J15 & A45 Improvement, M1 J15A Improvement	GDSR1
Highway Plans (Inclusive of alternative highway plans without the Smart Motorway Project)	DCO documents 2.4; 2.4A, 2.4B, 2.4F, 2.4G, 2.4K, 2.4M, 2.4N, 2.4R, 2.4T & 2.4U
Works Plans	DCO documents 2.2, 2.2A, 2.2B & 2.2F
Access and Rights and Way Plans	DCO documents 2.3, 2.3A & 2.3B
Highway Classification Plans	DCO documents 2.5 & 2.5A
Traffic Regulation Plans	DCO document 2.6, 2.6A to 2.6C
Speed Limit Plans	DCO document 2.7 & 2.7A

Dated 03/05/2018

Signed



On behalf of Roxhill (Junction 15) Ltd

Name GRAHAM PARDEE Position MANAGING DIRECTOR

Signed



On behalf of Highways England

Name E STEWART Position SPATIAL PLANNING
MANAGER