



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

STATEMENT OF COMMON GROUND BETWEEN THE APPLICANT AND RAIL CENTRAL

DOCUMENT 7.17

The Northampton Gateway Rail Freight Interchange Order 201X

STATEMENT OF COMMON GROUND BETWEEN
THE APPLICANT AND RAIL CENTRAL | 30 NOVEMBER 2018

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STATEMENT OF COMMON GROUND
NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE

BETWEEN

ROXHILL (JUNCTION 15) LIMITED
and
ASHFIELD LAND MANAGEMENT LIMITED/
GAZELEY GLP NORTHAMPTON s.a.r.l.

NOVEMBER 2018

STATEMENT OF COMMON GROUND IN RESPECT OF THE PROPOSED NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE

Parties

1. This Statement is agreed between:
 - Roxhill (Junction 15) Limited ("**Roxhill**"); and
 - Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l. ("**Rail Central**")

Background and Scope

2. Roxhill are the promoters of the application for a DCO in respect of the SRFI 'Northampton Gateway' on a site located between the M1 (to the east) and the Northampton Loop Line ("NLL") (to the west). Rail Central are the promoters of an application for a SRFI DCO centred on land to the west of the Northampton Loop Line, directly opposite Northampton Gateway.
3. Rail Central submitted a DCO application to the Planning Inspectorate on 21 September 2018. On 19 October 2018 the Planning Inspectorate issued a decision not to accept the application. The application was resubmitted on 29 October 2018 and was accepted for Examination on 15 November 2018.
4. This Statement has been prepared at the request of the Examining Authority who asked, in their rule 6 letter, issued on 10 September 2018, that a Statement of Common Ground be entered into between the parties in relation to "Relationship with Rail Central".

Relevant Documentation

5. The following documentation is relevant to the overlap between the Northampton Gateway application and the Rail Central proposals.
 - a) Northampton Gateway Parameters Plan (Doc 2.10)
 - b) Northampton Gateway Access and Rights of Way Plan (Doc 2.3 - E)
 - c) Northampton Gateway Rail Plans (Docs 2.8, 2.9A-D)
 - c) Northampton Gateway J15A Highway Plan (Doc 2.4F)
 - d) Rail Central document titled "Northampton Gateway Interrelationship Report" ("Interrelationship Report") (**Appendix 3** to Rail Central's Written Representations (EXA REP1 - 030))).
 - e) Rail Central Rail Plan - Document RC 2.20 (**Appendix 1** to this statement)
 - f) Rail Central J15a Plan - Document RC 2.28 (**Appendix 2** to this statement).

Interrelationship of Northampton Gateway and Rail Central

6. In the Interrelationship Report (Appendix 1) Rail Central identify three areas where the order limits overlap. These are:
 - (a) rail connections;
 - (b) landscaping and footpaths;
 - (c) highway improvements to Junction 15a.
7. Each of these elements is dealt with in turn below.

(a) Construction of Rail Connections

8. The Northampton Gateway and Rail Central proposals both propose connections onto the Northampton Loop Line (NLL).
9. Rail Central's rail connections will run to their intermodal facility located parallel to the NLL on its western side. Northampton Gateway's rail connections will run to their intermodal facility located parallel to the NLL on its eastern side.

Roxhill's Position

10. In the Interrelationship Document, paragraphs 4.1 to 4.9, Rail Central provide their views on compatibility of the two schemes. Roxhill, based on an initial view of the application documentation just submitted, do not agree that the two schemes as shown on the application plans are compatible.
11. Rail Central have stated in paragraph 3.2.1 of the Interrelationship Report that "Both Projects will be constructing new railway lines at the NLL to connect to their respective intermodal facilities. Configuration of connection points will be determined at detailed design stage in order to facilitate both connections".
12. However, the physical layouts of the network connections shown on the respective rail plans submitted are incompatible with the positioning of the southern connections being in the same location. This is not a conflict which can be left to the detailed stage because the repositioning of the south connections for either scheme would result in the lengthening of the junction which may take a scheme beyond Order limits and have implications on capacity and pathing. This is because entry and exit times will be extended and the amount of wrong direction running will be increased, thereby blocking both the Up and Down Northampton Lines for longer.
13. None of the schemes referred to in paragraph 4.2 of the Interrelationship Report are comparable situations.

Rail Central's Position

14. Recent technical assessment of the respective main line connections onto the NLL (slow lines) indicates that an appropriate design solution can allow both sets of main line connections to be achieved within their respective order limits, without requiring any changes to the main line entry/exit speeds and adding less than 5 seconds of additional "wrong line" working for trains to and from the main line. It is considered that with detailed design the level of wrong line working could be further reduced. A common approach to signalling would allow both schemes to have the opportunity of higher speed entry and exit onto the main lines. Further

information on track and signalling design will be provided following review with Network Rail.

(b) Landscaping and footpaths

15. The overlap of the Order limits in relation to landscaping and footpaths arises from the proposals of Rail Central to use parts of the Northampton Gateway main site for landscaping and footpath diversion works.
16. The Interrelationship Report addresses the two scenarios which may arise with the overlap, at Paragraphs 4.16.1 and 4.16.2, as follows:

*4.16.1 In the scenario where Rail Central commences development first, the Rail Central Applicant will deliver the footpath infrastructure in Rail Central Work No.9, within the [Rail Central] Order Limits up to the point of intersection with the NG's footpaths. NG will deliver the footpath connection (Work No. 6 of the NG DCO) subsequently which will connect to the Rail Central footpaths installed under Rail Central Work No. 9. To the extent that that relevant planning authority (**RPA**) wish to manage the delivery of the NG footpath (to ensure it connects to the Rail Central footpaths) this can be controlled through requirements of the NG. In this scenario Rail central will not deliver the proposed landscaping on the east of the NLL (Work No. 12B of the Rail Central DCO). Instead, NG will construct their proposed landscaping bund and structural planting in that same area (Work No.6 of the NG DCO).*

4.16.2 In the scenario where NG commences development first, they will build their scheme and landscaping (which is one of their first phases of work in their indicative programme). Rail Central will then connect into NG's proposed footpath network to the east of the NLL. These connections can be managed by the RPA through Rail Central's Public Rights of Way Strategy (Document 7.6). The Rail Central Applicant will also seek protective provisions in the NG DCO to control interaction between the parties and facilitate this arrangement. In this scenario, Rail Central will not provide the proposed landscaping in Rail Central Works No.12B.

Roxhill's Position

17. Roxhill's view is that the land concerned is an integral part of the Northampton Gateway proposals which would not change in the event that the Rail Central proposal were to be permitted. It would be for Rail Central to adjust its proposed landscaping and footpath diversion to reflect the Northampton Gateway development. Rail Central must agree with this since this is consistent with the above paragraphs from the Interrelationship Report.
18. There are two aspects of delivery that may need to be addressed, which are:
 - the phasing of the provision of the bund; and
 - in either scenario the facilitation of the footpath connections.
19. No suggested protective provisions (as referred to in paragraph 4.16.2 above) were received from Rail Central until 29 November 2018, too late to be considered in advance of the conclusion of this Statement of Common Ground. In any event it seems to the Applicant that, as envisaged in paragraph 4.16.1, these issues can be properly regulated by requirements. For instance, requirement 3 deals with approval of phasing – which could include explicit recognition that the bund is to be constructed as part of the first phase. In addition a further requirement could be added with regard to the need to facilitate footpath connections in the event that the Rail Central DCO is approved. Neither involves a change to the Northampton Gateway scheme and they can be accommodated without difficulty.

20. Roxhill will consider the amendments to the requirements as indicated above and include any appropriate drafting in the dDCO to be submitted for Deadline 4.

Rail Central's Position

21. Rail Central has supplied draft Protective Provisions to Northampton Gateway which will be submitted to the Examining Authority as part of Rail Central's submissions at Deadline 3. The Protective Provisions include mechanisms to cover the scenarios referred to in 4.16.1 and 4.16.2 of the Interrelationship Report. The overarching purpose of the Protective Provisions is that neither project should be frustrated or delayed by the other, but that communication and co-operation is required through these Protective Provisions to allow both projects to be implemented in a way which enables a cohesive approach.

(c) Highway works at Junction 15a of the M1

22. Both Rail Central and Northampton Gateway propose to carry out highway and junction improvement works to increase road network capacity within the locality of the projects. The proposed works are designed to address potential impacts that might occur on the network due to an increase in traffic should each project be granted Development Consent.

The highways works proposed at Junction 15a for the Rail Central proposal are more extensive than those proposed for Northampton Gateway.

Roxhill's Position

23. Paragraph 4.25 of the Interrelationship Report indicates that the Northampton Gateway draft DCO could be amended to "facilitate the option that [the Northampton Gateway Junction 15a works] may not be required in the event that the Rail Central Junction 15a works are undertaken". Roxhill agree that it would be appropriate to amend the Roxhill dDCO to ensure that the obligation on Roxhill to carry out the Northampton Gateway Junction 15a works no longer applies if the Rail Central Junction 15a works are undertaken, but only if the Rail Central Junction 15a works are sufficient to mitigate the impact of both schemes.
24. The works proposed by Rail Central to J15A in their application are different than those initially proposed by Rail Central upon which the work which informed the Northampton Gateway CIA was prepared. At the time of the preparation of the Northampton Gateway CIA Rail Central were proposing more extensive enhancements to J15a. This was prior to a subsequently smaller scheme being put forward by Rail Central with its Stage 2 Consultation. The more extensive scheme was modelled and the outcome included in the CIA. The Stage 2 consultation scheme came too late to be modelled and any outcome included within Northampton Gateway's CIA, however the amended mitigation proposals were referred to.
25. Roxhill is in the process of examining the Rail Central application and is not in a position to conclude that such the approach outlined in paragraph 23 above is appropriate until it has had the opportunity to understand fully the effect of the revised Rail Central highway mitigation strategy. The review of the recent application, carried out to date, suggests that the works now proposed at Junction 15A may not be sufficient to accommodate the traffic impact of the Rail Central proposals alone and therefore not sufficient to accommodate the cumulative impact, however this will be kept under review if further information is forthcoming from Rail Central in time to have regard to it in the CIA, which is to be delivered for Deadline 4. Roxhill will attend a meeting to discuss such information if it is forthcoming and if it will facilitate the provision of a best informed CIA by Deadline 4.

Rail Central's Position

26. The modelling work undertaken as part of the junction design for Rail Central indicates that Rail Central's proposed design for Junction 15a increases capacity sufficiently to deal with increased traffic flow that results from the Rail Central development coming forward on its own, or from the cumulative traffic loading from both Rail Central and Northampton Gateway should they both be granted consent. Rail Central has proposed a technical meeting between experts to further address the points made by Northampton Gateway within paragraphs 23 and 25 above.
27. Rail Central has also set out in the Interrelationship Report phasing scenarios to cover the events where either Rail Central or Northampton Gateway commence development of the Junction 15a works first or whether Northampton Gateway commence these works significantly in advance of Rail Central (paragraphs 4.24.1 - 4.24.3 of the Interrelationship Report). Protective Provisions to manage this can be contained for Highway England's benefit in the Northampton Gateway DCO alongside those sought within the Protective Provisions for the benefit of Rail Central.

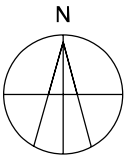
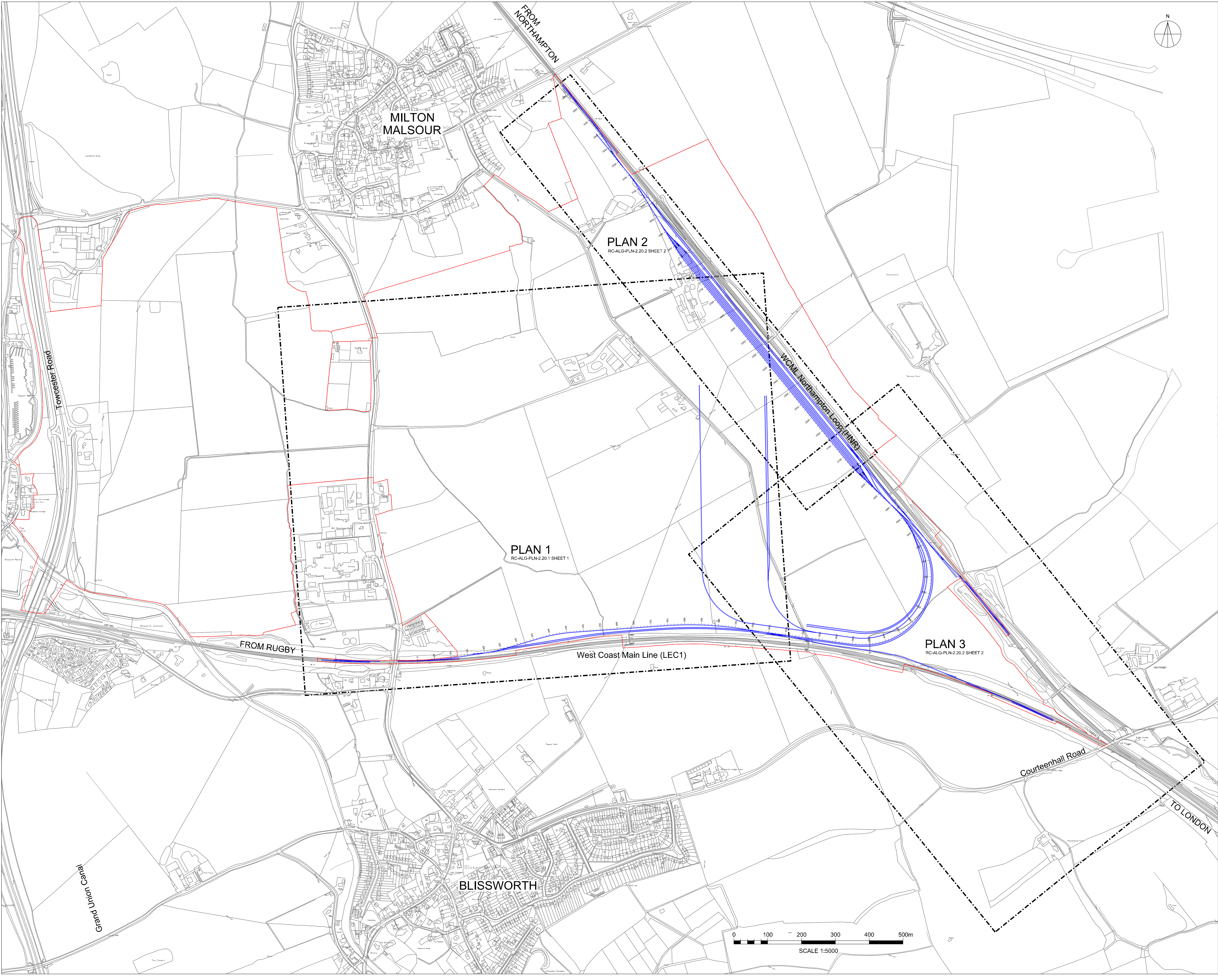
Agreed but not yet signed on behalf of Roxhill (Junction 15) Ltd

Agreed but not yet signed on behalf of Ashfield Land Management Limited and Gazeley Northampton s.a.r.l.

Date 30 November 2018

Appendix 1

Document RC 2.20



LEGEND

ORDER LIMITS

PROPOSED RAIL TRACKS

04	24-10-18	SUBMISSION	AT	NG
03	31-8-18	SUBMISSION	AT	NG
02	26-7-18	DCO REVIEW	AT	NG
01	7-2-18	DRAFT	AT	NG
REV	DATE	DETAILS OF ISSUE/REVISION	DRW	REV

Gazeley

a GLP company

ASHFIELD LAND

Rail Central

Northamptonshire

THE RAIL CENTRAL
RAIL FREIGHT INTERCHANGE
AND HIGHWAY ORDER 201[x]

DRAWING TITLE

RAIL INTERCHANGE
ILLUSTRATIVE GENERAL
ARRANGEMENT
KEY PLAN

SCALE	1:5000	DRAWN	A.Trust
PAGE SIZE	A1	REVIEWED	N.Gallop
REGULATION	5(2)(o)	DOCUMENT	2.20

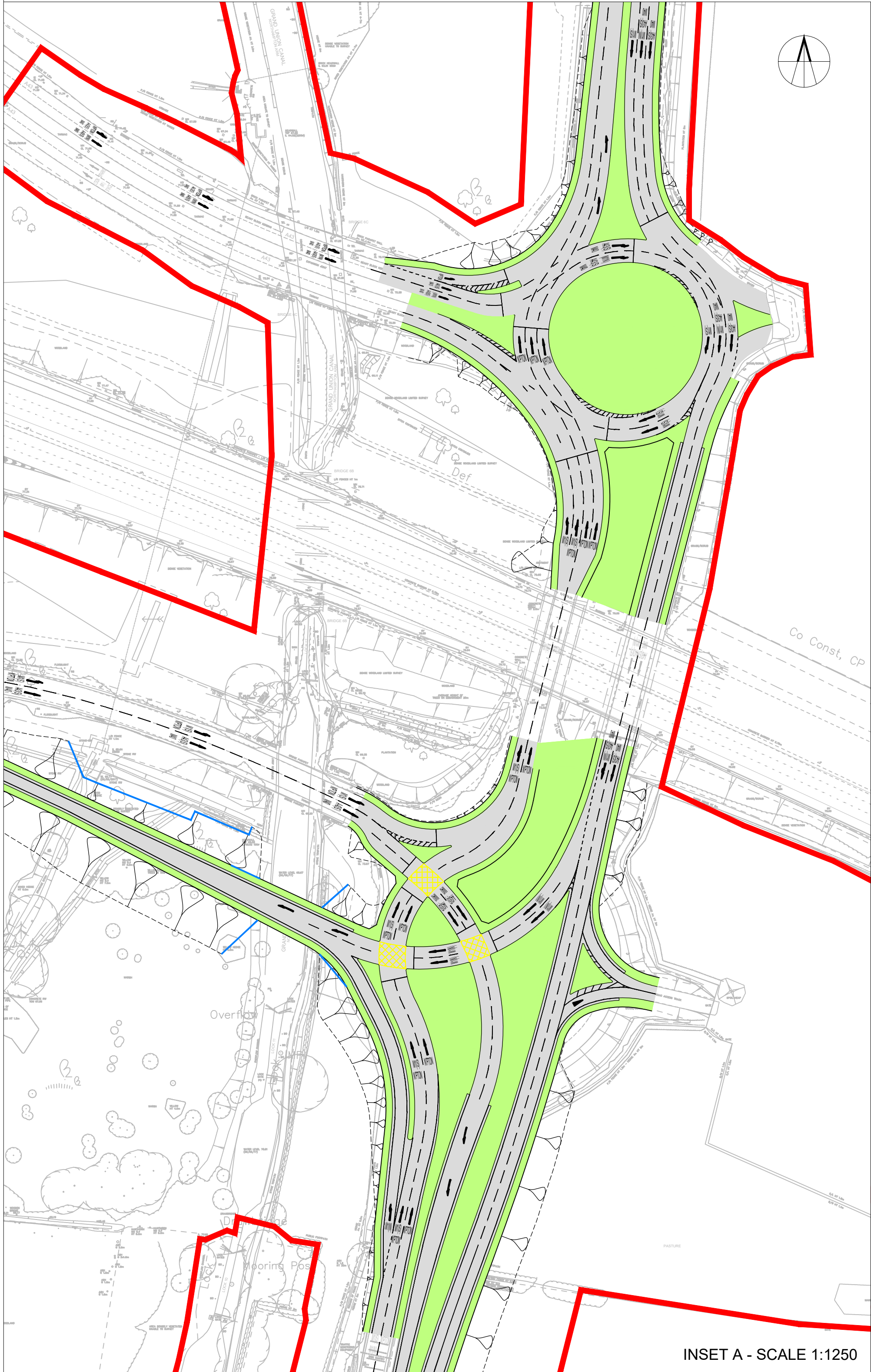
DRAWING STATUS

DCO SUBMISSION

DRAWING No RC-ALG-PLN-2.20.0	REVISION 04
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Appendix 2

Document RC 2.28



LEGEND

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Based on MK Surveys' topographical survey drawing reference 25444 dated May 2018.

Red Line Boundary

New Carriageway

New Verge

Notes:

1. For information on structure designs please refer to drawings RC-ALG-PLN-2.31.1 and RC-ALG-PLN-2.31.2

2. For information on drainage designs please refer to drawings RC-ALG-APP_6.1.13.2.14 and RC-ALG-APP_6.1.13.2.15

P1	16/08/18	First Issue	CJH	AJC
REV	DATE	DETAILS OF ISSUE/REVISION	DRW	REV

Gazeley
a GLP company

ASHFIELD LAND

Rail Central
Northamptonshire

THE RAIL CENTRAL RAIL
FREIGHT INTERCHANGE AND
HIGHWAY ORDER 201[x]

DRAWING TITLE

JUNCTION 15A
GENERAL ARRANGEMENT

SCALE	1:2500	DRAWN	CJH
PAGE SIZE	A1	REVIEWED	AJC
REGULATION	6(2)	DOCUMENT	LAYOUT

DRAWING STATUS

PLANNING

DRAWING No	RC-ALG-PLN-2.28.0	REVISION	P1
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