Strategic Rail Freight Interchanges

CgMs has developed a particular expertise in understanding the intricacies of Strategic Rail Freight Interchanges (SRFI). These 'Inland Ports' are key to the logistics industry. They are large multi-purpose intermodal terminals linked to both the rail and trunk road system. They typically have large warehouses and container handling facilities and usually include manufacturing and processing activities.

SRFI's enable freight to be transferred between transport modes. Rail can deliver goods quickly, efficiently, reliably and reduce congestion on the road network and hence lead to a significant reduction in CO2 emissions.

Most of the major retailers and manufacturers are now incorporating rail as the significant part of their logistics programme.

SRFI's operate to serve regional and cross-regional catchment areas and they are also key components in national and international networks.

SRFI's are large typically over 60 ha and fall within the remit of the Planning Act 2008 as Nationally Significant Infrastructure Projects (NSIP's) and are therefore subject to the Development Consent Order Procedure.

CgMs has been involved in a number of SRFI's including Radlett, St Albans; Inland Port Rossington, Doncaster; DIRFT; Alconbury.

CgMs can project manage the whole application process for the DCO and work alongside the legal advisors. CgMs can advise on the appointment of the wider team if required.

All SRFI's will require Environmental Statements and CgMs can project manage the ES, prepare and write the scoping and provide policy and heritage input.

CgMs has developed a particular expertise on crafting the 'need case' and the alternative sites assessment for both the ES and the very special circumstances case for green belt schemes.

See specific project sheets – Radlett, Rossington

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