

Statement of Community Consultation (SoCC)

Updated version for statutory consultation



Introducing this Statement of Community Consultation (SoCC)

Rail Central represents a significant planning and investment project – it is a proposal for a new Strategic Rail Freight Interchange (SRFI) and associated logistics / warehouse buildings that could provide up to 702,097 sq m (Gross External Area) of rail connected and rail served warehousing with associated rail infrastructure to the south of Northampton, and between the villages of Blisworth and Milton Malsor.

The proposed site has strategic connectivity to key transport infrastructure – namely the West Coast Mainline, the Northampton Loop Line, the A43 and the M1.

Rail Central is classified as a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008. This means the process for determining permission to construct and operate Rail Central is different from a conventional planning application.

In 2016, the first phase of community consultation took place (Phase One), pursuant to the SoCC published in April 2016. The second phase is planned for spring 2018 (Phase Two) and is scoped out in this document, along with details of how we will engage with statutory consultees and others and a summary of the consultations undertaken to date. It is anticipated that the DCO will be submitted to the Planning Inspectorate (PINs) in mid-2018, following the close of consultation and consideration of consultation responses.

This document is a Statement of Community Consultation (SoCC) and it sets out how Ashfield Land Management Ltd and Gazeley GLP Northampton s.á.r.l., as the Applicant for the Rail Central proposal, intends to inform, engage, consult with and have regard to feedback from members of the public and a wide range of stakeholders during the process of developing its application for a Development Consent Order (DCO). An earlier SoCC was produced and published for Phase One Consultation and this document is therefore an updated version of this, taking account of local feedback received and the fact that a second phase of consultation (Phase Two Consultation) is now planned. This is a version that was further updated to reflect the subsequent change to the programme and consultation dates and was shared with local authorities in early 2018.

The SoCC and the information that follows is intended to assist anyone who wants to find out more about the draft proposals, setting out how, when and where there will be opportunities for doing so within the overall consultation process as defined by the NSIP planning process.

For more information on Rail Central, visit www.railcentral.com (and see also other ways to contact us in this document).

For more information on the NSIP planning process, visit the PINs website at <http://infrastructure.planninginspectorate.gov.uk>

For more information on this SoCC, please refer to the accompanying Report to Inform the SoCC.

What is Rail Central?

Rail Central is a proposed new SRFI that would be developed where the West Coast Mainline meets the Northampton Loop Line. This is a key transport junction in the middle of the UK.

Rail Central would connect into the West Coast Mainline and the Northampton Loop Line, as well as into the A43 trunk road within approximately 2 miles of the M1 motorway; it would also bring associated improvements to Junction 15A of the M1, as well as other highways improvements in the surrounding area.

It will see the creation of a UK leading logistics and distribution capability on a site between Milton Malsor and Blisworth in South Northamptonshire.

THE GOVERNMENT PROVIDES THIS DEFINITION OF A SRFI, IN ITS RELEVANT NATIONAL POLICY STATEMENT:

“A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities and may also include manufacturing and processing activities.”

National Planning Statement for National Networks (NPS NN), 2014

Rail Central will provide up to 702,097 sq m (Gross External Area) of rail connected and rail served warehousing with associated rail infrastructure (to include new sidings and freight handling facilities), and ancillary service buildings including a service depot, lorry park, terminal control building and bus terminal, together with a new highway access, ground works, landscaping and other accompanying infrastructure works.

Rail Central will support the Government's agenda for moving more freight on rail and support the strength and competitiveness of UK business and the UK economy.

The Government's policy on SRFIs is set out in the National Policy Statement for National Networks. This is a key policy document that establishes there is a national need for projects such as Rail Central. It states that there is a compelling need for new rail and road infrastructure in the UK. Rail Central responds to this need and would also deliver a number of significant benefits to the local, regional and national economy.

In addition, highway improvements to a number of junctions in the vicinity are being sought as part of the overall project. These will be formally consulted on as part of this phase of consultation.

As such, where this SoCC refers to “Rail Central”, the “site” or “application site”, this includes both the main SRFI site and the accompanying highway improvements.

The planning process and Nationally Significant Infrastructure Projects (NSIPs)

Rail Central will comprise a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 ("the Act").

Due to its scale, the highway works proposed at Junction 15A of the M1 constitute a separate NSIP in its own right. Both NSIPs will be submitted under a single Development Consent Order (DCO).

In accordance with paragraph 4.89 of the NPS NN, the Rail Central project (the Proposed Development):

- is located within England;
- is in excess of 60 hectares in area;
- will be capable of handling consignments of goods from more than one consignor and to more than one consignee;
- will be capable of handling at least four trains per day and will be capable of increasing the number of trains handled;
- will be capable of handling 775 metre trains with appropriately configured on-site infrastructure and layout;
- will be part of the railway network within England; and

- will include warehouses to which goods can be delivered from the railway network in England either directly or by means of another form of transport; and will not be part of a military establishment.

Therefore, an application for a Development Consent Order (DCO) will be submitted to the Planning Inspectorate (PINs) for Rail Central for determination. PINs will examine the application and will make a recommendation to the Secretary of State for Transport, who will then make the final decision on whether consent for Rail Central and the associated highway works should be granted.

The Applicant anticipates submitting the DCO application to PINs in mid-2018. Provided the DCO is accepted for examination, the application will then be subject to public examination during a period lasting 6 months.

In determining the application, the Secretary of State will have regard to, and decide the application in accordance with, the NPS NN, which explains the Government's national policy towards SRFIs and improvements to the Strategic Road Network.

Classification as an Environmental Impact Assessment (EIA) development

The proposals for Rail Central (including the associated highway works) are considered to be an Environmental Impact Assessment (EIA) development as defined in The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 – this means an Environmental Impact Assessment is required.

This process will consider whether Rail Central (including the associated highway works) is likely to have significant effects on the environment. It will also look at potential measures for mitigation of such effects if and where required.

An Environmental Statement will be produced, which will set out the findings of the environmental impact assessment.

The Environmental Statement will accompany the DCO application and be submitted as an application document. Preliminary Environmental Information (PEI) will be prepared and made available for consultation as described further below. PEI has already been prepared as part of the Phase One consultation and the public was afforded an opportunity to comment on this documentation. This has now been further advanced and a more detailed PEI will be published for the Phase Two consultation.



What are the benefits and potential impacts?

Rail Central responds to two main drivers:

- 1) **Government policy supporting investment into and expansion of the UK's capacity and capability in terms of Strategic Rail Freight – this is set out in the NPS NN.**
- 2) **Market demand for improved efficiency, sustainability and security of supply chains – with businesses and consumers looking for ever-improving ways of moving goods from the point of supply to the point of demand.**

Rail Central's primary benefits will therefore be to respond to those high-level requirements and, by so doing, provide national and regional benefits.

In summary, the project benefits include:

- A purpose-built, state-of-the-art SRFI;
- Creation of new jobs;
- A distribution hub serving the whole of the country for primary / national distribution, with connections to major ports and mainland Europe via the Channel Tunnel (and onward landbridge connections to China);
- Delivering significant long-term investment into South Northamptonshire;
- Comprehensive rail freight facilities on site to create a national hub for intermodal, conventional and express freight services;

- Significantly reducing the number of long-distance trips by heavy goods vehicles on the highway network;
- Attracting new businesses to the area that do not currently transport goods by rail;
- Helping to reduce carbon emissions.

The project also has a number of potential impacts including on agricultural land, air quality, archaeology and cultural heritage, ground conditions, hydrology, drainage and flood risk, utilities, biodiversity, landscape and visual amenity, noise and vibration, highways and transportation, and effects on the socio-economic environment.

Through the EIA process, these potential impacts will be identified and assessed. Mitigation will be proposed and then secured in response to the identified impacts as appropriate.

Feedback through previous consultation has helped to inform the development of the proposals as the Rail Central project team has sought to address concerns and issues raised. The second phase of consultation provides a further opportunity for this with stakeholders, local residents, landowners and land occupiers, local authorities, and other consultees and interested parties being able to view the updated plans and provide their feedback.

Consultation

The Applicant is consulting with the local community and a full range of stakeholders as defined and required by the NSIP planning process.

The purpose of consultation is to ensure that the Applicant has an appropriate knowledge and understanding of specific issues and concerns as held by stakeholders and the community. Through understanding any issues and concerns via the consultation, the Applicant can have regard to comments made and, where appropriate, amend, adjust or improve the draft scheme design prior to submission of the application.

Consultation is taking place in a clear and sequential way. Initially, non-statutory consultation took place around the concept and overall approach. This was promptly followed by **Phase One Consultation**. This first full phase of statutory consultation related to Section 47 and was pursuant to the SoCC published in April 2016. At this consultation, a series of public exhibitions were held to present the draft plans, along with initial environmental information and details of our approach to matters such as highways, transportation and rail connectivity.

During the course of Phase One Consultation, in response to public feedback, the Applicant prepared and published a suite of illustrative visualisations and updated plans to ensure local communities were updated on the

development of the plans and the amendments that have been made, and the local community was able to provide further feedback on the draft plans.

Following **Phase One Consultation**, the Rail Central team assessed all feedback and continued to develop and refine the proposals. Local dialogue and engagement continued during this period with community newsletters, liaison with landowners and others with an interest in the land, and providing ad hoc briefings to parish councils (particularly in relation to the progress that had been made on highways) and other local stakeholders. In addition, dialogue with the Local Liaison Group (LLG) was maintained, the website was updated as appropriate and responses were provided to ad hoc enquiries from local residents.

This process of refining the proposals has continued and further detail are being provided as part of the Preliminary Environmental Information (PEI) which forms part of the Phase Two Consultation.

The **Phase Two Consultation** was scheduled to take place in autumn 2017. However, this was subsequently re-scheduled for spring 2018 to ensure a sufficient level of information could be made available as part of the consultation, including on highways. The agreed SoCC was subsequently updated to reflect the final schedule, which is further explained in this document.

Consultation (Cont'd)

This will include consultation with statutory and technical stakeholders (Section 42 and including Section 43 and Section 44) and, following requests from the local community, a second phase of statutory consultation with the local community (Section 47). This phase of consultation will also be advertised in order to give the wider public an opportunity to comment on the proposed application (Section 48 consultation).

Consultation with the local community has been carefully identified through a Consultation Zone (see Appendix One). This Consultation Zone includes those areas where it is considered highway improvements could have a significant impact on the local community and which may require third party land. Those highway areas considered are M1 J15, M1 J15A, A43 Tove and A43 Abthorpe.

In addition to those four junctions, there are 11 additional junctions identified for highways improvements. A plan of the junctions will be included in the consultation materials, as made available on 15 March 2018. These highway works involve less potentially material impact than those included for the Consultation Zone.

These junctions include:

1. **M1 J16**
2. **A4500 / Upton Way Tollgate Way**
3. **A5123 / A5076 Danes Camp Way**
4. **A5076 Danes Camp Way / Hunsbury Hill Avenue**
5. **A5076 Danes Camp Way / Towcester Road / Tesco**
6. **A45 Brackmills Roundabout**
7. **A45 Barnes Meadow Interchange**
8. **A45 / A43 Lumbertubs Way**
9. **A5076 Upton Way / Telford Way**
10. **A5076 Upton Way / High Street**
11. **A508 Harborough Road / Welford Road (11)**

Focused consultation will take place around those 11 junctions. It is not considered proportionate or appropriate to introduce arbitrary S47 Consultation Zones for each of these more minor highways improvement locations. Specific residents will be identified through discussions and analysis with the wider environmental consultant team and then those properties will be directly contacted with letter correspondence, in order to alert them to the formal consultation process for the project, which will take place between Thursday 15 March 2018 and close on Monday 23 April 2018. This approach will be reported on fully within the consultation report.

The **indicative consultation timeline** is set out below:

TIMESCALE	ACTIVITIES
Spring & Summer 2016	Phase One: Statutory Consultation with the local community (Section 47 Consultation) – now completed
Thursday 15 March 2018 to Monday 23 April 2018	Phase Two: Statutory Consultation with: <ul style="list-style-type: none"> • The local community (Section 47); • Prescribed consultees (Section 42); and, • Press notices (Section 48 Consultation)
Mid 2018	Application to be submitted
Late 2018 to Early 2019	Examination and determination of application
2019	Earliest start of construction

Fig 1: Project timeline (indicative)

How consultation will be carried out

The Phase Two consultation programme has been specifically designed to ensure that people who want to get involved can easily do so.

The way that the Applicant will consult will ensure that information is available via a mix of different approaches. The emphasis is on making the proposals accessible to people who want to participate in the planning and consultation process and ensuring that the way people can get involved is clear.

In the **Phase Two consultation (Section 42, 47 and 48 consultations)** there will be:

PUBLIC EXHIBITIONS: The Applicant is proposing to hold a series of public exhibitions at local venues close to the site. Following feedback from local authorities, an event in Towcester was added to the schedule.

Events are planned in the specified locations for the following times and dates:

VENUE	ADDRESS	DATE	TIME
Walnut Tree Inn	21 Station Road, Blisworth NN7 3DS	Thursday 15 March 2018	2pm-8pm
Milton Malsor Village Hall	High Street, Milton Malsor, NN7 3AS	Saturday 17 March 2018	12.30pm-5.30pm
Roade Village Hall	Bailey Brooks Lane, Roade NN7 2LT	Wednesday 21 March	1pm-7pm
South Northamptonshire Council Chamber	The Forum, Moat Lane, Towcester, NN12 6AD	Thursday 22 March	1pm-7pm
Milton Malsor Village Hall	High Street, Milton Malsor, NN7 3AS	Friday 23 March 2018	2pm-8pm
Blisworth Village Hall	19 Stoke Road, Blisworth NN7 3DB	Saturday 24 March 2018	10am-4pm

Fig 2: Planned consultation events

If it becomes necessary to change any of the details above, where possible, the Applicant will publish a notice on the project website and at the venue to be used at least 72 hours before the original planned event. If appropriate, the Applicant will also consider whether further consultation events should be planned in such a circumstance.

At each exhibition, project information will be presented through a variety of means, including:

- Display panels with relevant information and visuals where appropriate
- Maps
- Non-technical summary, summarising the proposals
- Relevant information on the proposed approach to land use and scheme design

PROJECT WEBSITE: the project website (www.railcentral.com) will be updated at the start of the consultation stage with project information and consultation documents. An online feedback system will also be made available at this time. This will allow local residents and other interested parties to view the consultation materials and provide their comments via an online feedback mechanism. Respondents should be aware that comments may be made public and their personal details may be made available to third parties, including the Planning Inspectorate.

DIRECT INFORMATION LETTER AND INVITATION TO THE PUBLIC EXHIBITIONS: The applicant will write directly to households and businesses within the defined consultation area around the application site (see Appendix 1), providing details for the consultation and

public exhibitions (and other ways to get involved). The consultation zone has been extended for Phase Two Consultation to ensure that notifications will also be sent to local stakeholders for areas where significant highway improvements are planned. This consultation zone includes more than 7,700 addresses.

LOCAL LIAISON GROUP CONTACT: during February 2016, a LLG was established as a means of sharing and coordinating information. The LLG principally involves local Parish Councils who accepted an invitation to participate. This provides an additional and valuable route for sharing information and a mechanism through which members can engage with the project team and ask questions. Information is issued via the LLG on a monthly basis (either in writing or through meetings set up when appropriate) and it is intended this approach will continue through to submission of the DCO.

ATTENDING LOCAL MEETINGS: during the pre-application stage and Phase One of consultation and since then, the Applicant met with and briefed a wide range of local stakeholders and organisations from local MPs to parish councils and the local enterprise partnership (LEP). The Applicant will continue to offer and attend local meetings where appropriate to do so and where the meetings will facilitate input to the consultation process. Briefings and presentations will be offered to Youth Councils and local schools.

ADVERTISING: the consultation and the public exhibitions will be advertised locally. Local press advertisements will be placed in the Northampton Chronicle & Echo. Posters and leaflets will be provided to Parish Councils for use

How consultation will be carried out (Cont'd)

with local notice boards. Digital equivalents can also be provided for use on local websites and on-line newsletters. In addition, advertising will also take place under Section 48 with an applicable notice published in prescribed newspapers, which include a national newspaper and local newspaper.

DOCUMENTS AVAILABLE TO VIEW AT DEPOSIT LOCATIONS: in addition to the public exhibitions (at which the PEI will be provided), consultation documents will be deposited with local authority offices and in suitable local venues such as libraries for anyone wanting to access them.

These will include:

LOCATION	ADDRESS	ADVERTISED OPENING TIMES
Northamptonshire County Council	County Hall, Northampton NN1 1ED	Monday – Friday: 8.30am – 5pm
Northampton Borough Council Offices	The One Stop Shop, The Guildhall, St Giles Square, Northampton NN1 1DE	Monday – Friday: 9am – 5pm
Northamptonshire Central Library	Northamptonshire Central Library, Abington Street, Northampton NN1 2BA	Monday – Friday: 9am – 6pm; Saturday: 9am – 5pm; Sunday: 11am – 2pm
Roade Library	Roade Library, High Street, Roade NN7 2NW	Wednesday: 10am – 2pm; Thursday – Friday: 2pm – 6pm; Sunday: 11am – 2pm
Towcester Library	Towcester Library, The Forum, Moat Lane, Towcester NN12 6AD	Monday – Friday: 9am – 6pm; Saturday: 9am – 5pm; Sunday: 11am – 2pm
Hunsbury Library	Hunsbury Library, Overslade Close, Northampton NN4 0RZ	Monday – Friday: 9am – 6pm; Saturday: 9am – 5pm; Sunday: 11am – 2pm

Fig 3: Local deposit locations

To complement the network of deposit locations, some consultation materials will also be made available at a network of local information locations where local residents will be able to find out more about the project and understand how they can take part in the consultation process. The Rail Central team contacted a wide range of local venues and only a small number of venues agreed to take materials. The local information locations are anticipated to include:

- Blisworth Post Office & Stores, Blisworth (telephone number: 01608 858205)
- The Walnut Tree Inn, Blisworth (telephone number: 01604 859551)
- Blacky More Community Centre, East Hunsbury (telephone number: 01604 708429)

Due to space constraints, the level of information provided in each venue will be determined by what they can accommodate. Details will be provided at each of the venues explaining how further information can be accessed and giving contact details for the applicant. Opening hours will also be restricted and therefore access should be checked locally by anyone wishing to use these facilities.

Phase Two Consultation is scheduled to commence on Thursday 15 March 2018 and close on Monday 23 April 2018.

All Phase Two feedback should be received by 23.59pm on Monday 23 April 2018.

Please note comments may be made public and the personal details of respondents may be made available to the Planning Inspectorate and other third parties

Phase Two: Section 42 and Section 48 consultation

In addition to the community consultation the Applicant will launch consultation under Section 42 of the Act with:

- Consultees identified under Schedule 1 of the Infrastructure Planning (Application: Prescribed Forms and Procedures) Regulations 2009 (as amended)
- All relevant local authorities, as defined under Section 43 of the Act
- All Consultees who are within one or more of the categories set out in Section 44 of the Act.

Furthermore, under Section 48, a notice will be publicised in a local and other specified newspapers, inviting members of the public to respond with their comments on the project. Consultation under Section 42 and Section 48 will form part of the Phase Two consultation.

What are we consulting on?

The purpose of the consultation (with the local community, statutory consultees and the wider public) is to provide anyone with an interest in the project an opportunity to understand and influence the proposals relating to both the main SRFI site and the associated highway improvements.

At the point consultation takes place, the Applicant will have refined further the highways improvements and will present further details of those proposed improvements at that time. During the consultation, the Applicant will make available PEI relating to the proposals.

The consultation materials will include information about the NPS NN 2014, which explains the Government's policies towards SRFIs and improvements to the Strategic Road Network.

The proposed SRFI will include a number of technical aspects (for example the technical engineering alignment of the terminal connections and highway improvements) where there is limited overall scope for design variation as well as a number of less technical design aspects.

During the Phase Two consultation, the Applicant will show how the plans have developed and advanced from the Phase One consultation, including where it has been possible to take on board feedback given during the Phase One consultation, and the latest planning timescales.

Whilst all aspects of the proposals are open for all stakeholders and others to comment upon during the Phase Two consultation, it is important for stakeholders and others to recognise the limited scope for design variation to some of the technical aspects.



In addition, Phase Two Consultation will specifically focus and invite feedback on landscaping and public access, highways and access, improvements to local highways (including J15A of the M1) and environmental issues, as well as any other matters consultees wish to provide comments on. Highway works may involve works within the administrative boundary of Northampton Borough Council (NBC) so NBC is being considered a host authority, along with South Northamptonshire Council.

Comments will be recorded and reported in the Consultation Report that will be submitted with the DCO.

How to provide feedback

The Rail Central team has a variety of well-established contact methods to help ensure local communities and other interested parties are aware of the project and consultation, and have the opportunity to find out further details and provide their feedback.

This includes:

- **PROJECT WEBSITE:** the project website (www.railcentral.com) will be updated at the start of the consultation stage with project information and core documents detailed above. An online feedback system will also be made available at this time. Project updates will be provided on the website.
- **PROJECT EMAIL ADDRESS:** the project email address (railcentral@camargue.uk) is monitored regularly and can be used to request further information, ask questions or submit feedback.
- **FREEPOST:** a dedicated project freepost address (**Freepost Rail Central**) has also been established and can be used to request further information, ask questions or submit feedback.
- **PROJECT TELEPHONE LINE:** for general enquiries relating to the consultation, local residents and other interested parties will be able to request information by telephoning the project telephone line. However, it will not be possible to provide feedback through the consultation line.

If respondents cannot provide written feedback, the Applicant would be happy to discuss, on an individual basis, alternative ways for recording feedback. If members of the public have specific individual requirements (by reason of disability, individual circumstance or otherwise) and need to provide feedback in other ways, The Applicant will do whatever is reasonably possible to accommodate this.

Please note comments may be made public and the personal details of respondents may be made available to the Planning Inspectorate and other third parties.

During Phase Two of Section 47 Consultation, feedback forms will be provided to visitors to the public exhibitions. An online feedback mechanism will be provided on the project website, www.railcentral.com. In addition, feedback forms will be available from the project team on request during the consultation period. Respondents will also be able to provide their feedback in writing via emails to the project email address or post to the project postal address. The deadline for all feedback will be 23.59pm on **Monday 23 April 2018**. Any feedback received after this date may not be able to be considered by the Applicant as part of the pre-application process.

The Applicant will consider and have regard to all relevant feedback. It will also prepare a **Consultation Report**, which will detail consultation carried out, summarise feedback and demonstrate how it has had regard to feedback. This will be submitted to PINs with the DCO application as an application document.

How to get in touch with us

There are several ways to contact us. Please use the approach that works best for you:

WEBSITE: visit our www.railcentral.com for full details of the project and see supporting documents

EMAIL US: railcentral@camargue.uk

TELEPHONE US: **0845 543 8967** (please note calls are charged at local rates and lines are open Mon-Fri, 9am-5.30pm)

FREEPOST: **FREEPOST Rail Central**

Quick Guide – what happens when and how to get involved

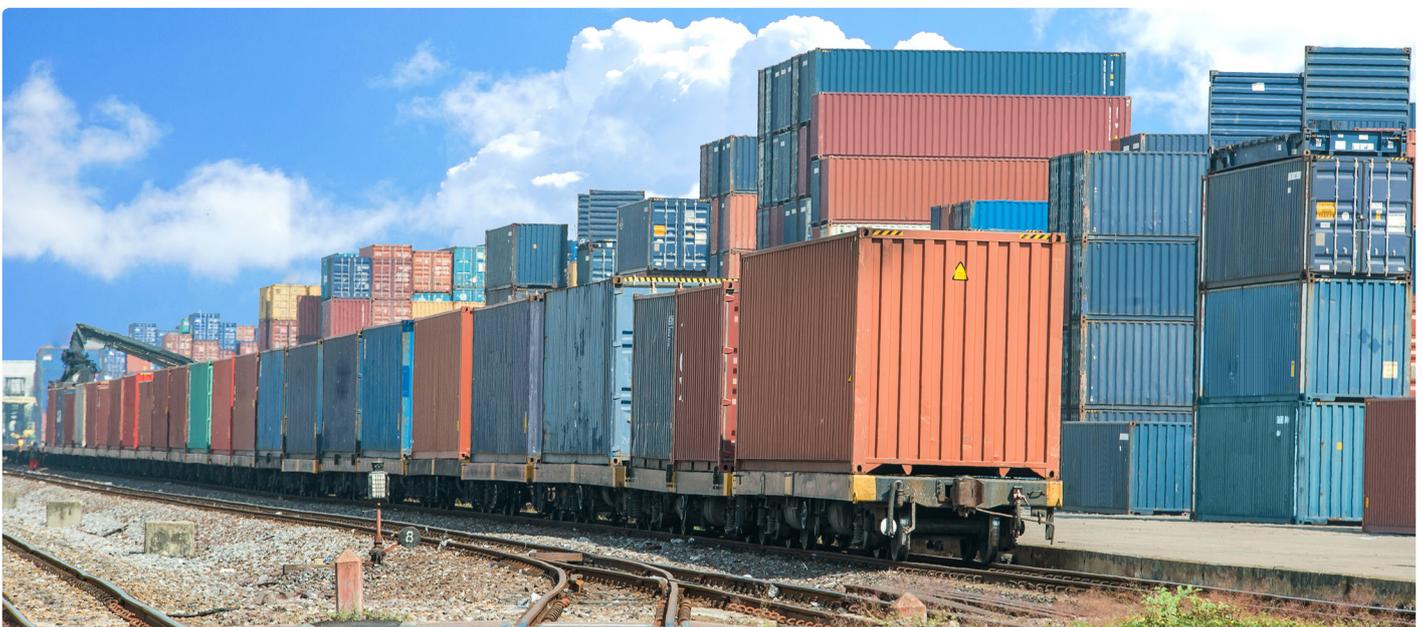
NSIP planning involves a good deal of technical information and it can sometimes be hard to understand exactly what happens when and how you can participate.

There are short films and information videos to watch which you might find useful. See more in the 'Application Process' section.

The information on the PINs website at <https://infrastructure.planninginspectorate.gov.uk> is very helpful in setting out how the consultation process works and what happens when.

For a Quick Guide to the Rail Central consultation, please see the key stages of consultation listed below:

WHAT?	WHY?	WHEN?
General introduction to Rail Central and contacting / briefing key local stakeholders and representatives	To inform people about the proposals, what they are, and how the NSIP planning process works so that people know how they can participate	Ongoing – active promotion of the project started in November 2015
Phase One consultation: Public / local community consultation (Section 47) including public exhibitions	To provide baseline environmental information on the draft proposals and seek feedback via the public exhibitions and throughout the spring/summer Phase One consultation period	Phase One consultation took place between 28 April and 21 October 2016
Phase Two consultation: Local community, statutory consultees and wider public consultation (Section 42, second phase of Section 47 and Section 48)	To provide further Preliminary Environmental Information for consultation, in line with the preparation of the Environmental Statement which will be submitted as part of the DCO application	Phase Two consultation will run from Thursday 15 March to Monday 23 April 2018
Summarise feedback and draft Consultation Report	To demonstrate that all feedback has been logged and to show how the applicant has had regard to comments submitted through the consultation	Mid 2018
Publication of Consultation Report as part of DCO application submission	To meet the prescribed requirements of the NSIP process and ensure the completeness of the DCO application	Mid 2018



Appendix 1 – Consultation zone map including more than 7,700 registered Royal Mail addresses including Blisworth, Milton Malsor, Roade and the local area; split into two sections:

Section 1 – Main SRFI site, local villages and areas around M1 J15 and M1 J15A



Section 2 – A43 junctions at Tove and Abthorpe, including Towcester





WEBSITE: www.railcentral.com
EMAIL: railcentral@camargue.uk
TELEPHONE: 0845 543 8967
FREEPOST: FREEPOST Rail Central