

2. The Site and Surroundings

- 2.1 The Order Limits of the Proposed Development (Main SRFI Site, Junction 15a of the M1 (J15a) and Other Highway Works) are located in Northamptonshire in the East Midlands region of England, approximately 20km north-west of Milton Keynes and approximately 6km south of Northampton.
- 2.2 The rail interchange, warehousing, access from the A43, and associated infrastructure falls within the administrative boundary of South Northamptonshire Council (SNC). Other minor highways works are also required, which fall within both SNC and Northampton Borough Council (NBC). The proposed works at J15a of the M1 span both local authorities.
- 2.3 The Order Limits are shown at **Appendix 5.1**.
- 2.4 This chapter should be read in conjunction with **Chapter 5: The Proposed Development** (which also includes further details of mitigation). Further details of the baseline environment within the Order Limits are also provided within the technical chapters, **Chapters 9-25**.

Northamptonshire Context

- 2.5 Northamptonshire is a predominantly rural county situated in the heart of England. The western half of the County benefits from good north-south links, being on the spine of the M1/M6 motorway and West Coast Main Line (WCML), and Northampton on the Northampton Loop Line (NLL), giving the County good access to the UK's two biggest cities, London and Birmingham.
- 2.6 The eastern half of the county is also a key corridor with the Midland Main Line railway running north-south, and the A14 running east-west offering good links to the Haven Seaports. Excellent road and rail connections coupled with the County's central location have laid the foundations for a strong distribution sector, largely road based, but with large rail-served freight distribution sites at Eurohub near Corby and the Daventry International Rail Freight Terminal.
- 2.7 Other important routes include the A45 and A43 which together link the east and west of the county, and connect the A14 to the M40 and onward links to Oxford and the south of England.
- 2.8 The development of this transport infrastructure has had a major impact on how Northamptonshire and its towns have grown to date.
- 2.9 Northampton is recognised by the Local Economic Partnership as having a strong market for distribution and logistics, to meet both regional and national needs, based

on its central geographic location and excellent road and rail connectivity. As the population and economy continues to expand, with business and consumers demanding ever-greater product choice and availability, so the consistent upward trend in demand for warehousing is expected to grow as a consequence, with much of this growth still concentrated in the Northamptonshire area which is geographically at the 'heart' of Great Britain.

Site Context - Main SRFI Site

The Rail Context

- 2.10 The Main SRFI Site is bound to the south and south-west by the WCML "fast lines" (also referred to as the London to Rugby Line) and to the east by the WCML "slow lines" (also referred to as the Roade and Rugby New Line or the Northampton Loop). All four lines are electrified with overhead 25kV AC catenary and cleared to W10 loading gauge (loading gauge is the maximum permitted cross-sectional profile of a rail vehicle and its load, and varies across the UK). The four WCML running lines split into two separate routes south of the Main SRFI Site at Roade Cutting, and re-join as a single route at Hilmorton Junction south of Rugby.
- 2.11 The WCML links London and the South East with the Midlands, North West and Scotland, and is the principal route for movement of north-south intermodal (containerised) and conventional wagon rail traffic of relevance to the small network of existing SRFI. The WCML forms a core part of the Trans-European Network (TEN-T), and south of Crewe to London is one of the few sections of the national network already cleared for 775m length trains (this being extended south to Southampton by the end of 'Control Period 5' (i.e. 2019).
- 2.12 Further information on the rail context is provided in **Chapter 8: Rail**.

North

- 2.13 To the north, the Main SRFI Site is bound principally by the village of Milton Malsor, which is designated as a Conservation Area. There are 34 Grade II Listed Buildings and one Grade II* Listed Building in the village (Church of the Holy Cross) (see **Appendix 12.1**), and those closest to the site include The Old Rectory and Mortimers on Rectory Lane.
- 2.14 Gayton Road runs from east to west along the northern boundary of the site and intersects with Towcester Road/Northampton Road. At this junction the road then becomes Rectory Lane, which is located beyond the northern boundary and to the south of Milton Malsor.
- 2.15 Milton Business Park abuts the site's north-western corner, which includes, amongst other uses, a vehicle service and parts centre. The residential dwellings of Gaytonway,

Copper Beeches, Woodbury, Parley Pole and Spring Gardens run from north to south along Towcester Road at the intersection with Gayton Road/Rectory Lane.

- 2.16 A parcel of agricultural land, which is bisected by Barn Lane running from north to south, and Milton Football club complete the site's northern boundary to the north-east.
- 2.17 There is a transport yard immediately adjacent to the north-west corner of the site, in what appears to be a former sand pit adjacent to Towcester Road.
- 2.18 The County Town of Northampton lies approximately 6 km to the north of the site.

East

- 2.19 The NLL defines the majority of the site's eastern boundary, although some land to the east of the NLL is also included in the Order Limits to allow for diversion of public rights of way and footpath creation to link to the existing footpath network. Beyond the NLL lies agricultural land and the M1 Motorway. Junction 15 of the M1 motorway is located approximately 1.17 km from the eastern boundary of the Main SRFI Site.
- 2.20 The villages of Collingtree and Courteenhall lie approximately 1.5km to the north-west and 2km to the south-west respectively.

South

- 2.21 The WCML directly abuts the length of the southern boundary of the site running from east to north-west. Beyond this lies the village of Blisworth, which like Milton Malsor, is designated as a Conservation Area. There are a total of 37 Grade II Listed Buildings and two Grade II* Listed Buildings (No.3 Stoneacre, High Street and Church of St John the Baptist) in the village, with the closest to the site being the Railway Bridge over Northampton Road and No.25 and No.27 Grafton Villas.
- 2.22 Station Road runs from west to east and terminates at a T-Junction with Northampton Road, which runs from north to south through the site. At the junction of Northampton Road and Station Road lie a number of residential dwellings, including Sumach, Glendale, Cartref and Traquair.
- 2.23 The Grand Union Canal (originally named the Grand Junction Canal) runs from north to south and forms part of the south-west boundary of the Main SRFI Site. The canal was constructed between 1793 and 1805 to provide a more convenient trade route between London and the Midlands than the existing Oxford Canal and is a designated Conservation Area.
- 2.24 An Anglian Water Sewage Treatment works (also referred to as Blisworth Water Recycling Centre) is located to the immediate south of the Main SRFI Site.

- 2.25 Between the southern boundary and the WCML, there is a row of terraced houses and a small business park, known as JBJ Business Park, and a small sewage treatment works. The business park includes a workshop, food recycling facility, garage, carpet and caravan sales.
- 2.26 Towcester lies approximately 6km to the south of the Main SRFI Site, whilst the village of Roade lies approximately 1.5km to the south-west.

West

- 2.27 The A43 is adjacent to and crosses within the Main SRFI Site. The western boundary is defined by Arm Farm and a spur/branch of the Grand Union Canal known as 'the Northampton Arm'. Gayton Marina, which is connected to the Northampton Arm, is located beyond the Main SRFI Site boundary to the west.
- 2.28 As set out above, the Grand Union Canal is a designated Conservation Area. The Milepost alongside the towpath and Bridge no.47 are Grade II Listed.
- 2.29 The town of Daventry lies approximately 16km to the north-west of the Main SRFI Site, whilst the villages of Gayton and Rothersthorpe lie approximately 1.8km to the south-west and 1.2km to the north-west respectively.

Site Context - J15a Works

- 2.30 Land around the J15a Works comprises the immediate roads for J15a of the M1, and adjoining land parcels which contain farmland and industrial buildings. The M1 runs north-west to south-east, and the A43 runs north to south to the south of the motorway. The A5123 runs north-south to the north of the motorway. The junction itself comprises two roundabouts with a bridge under the M1 and associated slip roads to the motorway to the west, passing industrial buildings comprising the motorway services (Northampton Services). In addition to the roads feeding directly to the junction, the local road network comprises Banbury Lane to the west of the junction, passing on a bridge over the M1, Towcester Road to the east, also crossing the M1 by bridge, and other local roads such as Northampton Road, Milton Road and Kislingbury Road joining together the surrounding villages of Milton Malsor, Blisworth and Rothersthorpe.
- 2.31 The Grand Union Canal runs north to south to the west of the Junction, passing under the two slip roads and the carriageway of the M1.
- 2.32 To the north of the site (in NBC council area) are the southern suburbs of Northampton (Shelfleys), to the east is agricultural land with Towcester Road and the WCML approximately 1 km distant, to the south (in SNC council area) is agricultural land, rising to the village of Milton Malsor approximately 1 km to the south-east, and

to the west is the village of Rothersthorpe, and industrial buildings close to Northampton Services.

- 2.33 There are small patches of woodland to the west and south of the J15a, adjacent to the Grand Union Canal, and footpaths cross the agricultural land between the nearby villages.
- 2.34 Within approximately 1km of the junction are the listed buildings in Milton Malsor as indicated above, and Locks and bridges associated with the Grand Union Canal. There are also ten listed buildings in Rothersthorpe.

Site Context - Minor Highway Works

- 2.35 The Minor Highway Works cover several junctions as described in Chapter 5, and in more detail in the sections below. Junction numbers are as defined in **Chapter 19: Highways and Transportation** and do not correspond to official highways junction numbering; the relevant road names and formal junction numbers (described as J15, J15a etc. herein) are provided in the detailed descriptions later in this Chapter. Junctions in NBC council area are generally urban and suburban within the context of the Northampton local road network. Junction 1 (J16 M1) and Junction 12 (J15 M1) are motorway junctions, and Junctions 14, 15, 28, 29 and 31 are associated with the A43

A43 Trunk Road (Junctions 14, 15, 28, 29 and 31)

- 2.36 The A43 is designated as a trunk road and is a dual carriageway between the M40 and the M1 passing immediately west of the Main SRFI Site. The A43 is subject to the national speed limit. The A43 meets the M1 motorway at J15a approximately 2 km north of the site, immediately south of Northampton. The A43 meets the A45 at a signalised roundabout junction in east Northampton approximately 9.2 km north east of the site and continues to Kettering as a single carriageway. From Kettering to Stamford the A43 continues as a dual carriageway.
- 2.37 Approximately 7 km south of the site the A43 bypasses Towcester where it meets the A5 at a signalised roundabout junction, known locally as Tove (Junction 14). A further 1.3 km south the A43 forms part of another signalised roundabout junction known as Abthorpe (Junction 15).

M1 (Junctions 12 (M1 J15) and 1 (M1 J16))

- 2.38 Access to the M1 can also be taken via J15, which comprises a dual roundabout grade separated junction and is located approximately 4 km south east of J15a. Approximately 5.4 km north west of J15a, the M1 can be accessed via J16 which comprises a roundabout junction with the A4500 and the A45.

A5 Trunk Road (Junction 14)

- 2.39 The A5 is a designated trunk road located approximately 7 km to the south of the Main SRFI Site, providing a strategic route between Hertfordshire and Birmingham and a diversion route for the M1. It connects to the A43 via a signalised roundabout junction, known locally as Tove (Junction 14), approximately 7 km south of the site. It comprises a single carriageway and is subject to 60mph speed limit outside of residential areas.

A45 Trunk Road (Junctions 9, 10 & 11)

- 2.40 The A45 is a designated trunk road which connects Birmingham to Thrapston via Northampton. The A45 links to the M1 motorway at J16, approximately 8 km west of the Main SRFI Site and at J15, approximately three kilometres east of the site. From J15, the A45 comprises a dual carriageway and meets the A428 at a signalised roundabout junction, known locally as the Barnes Interchange, approximately 5.3 km north east of J15. From J16 the A45 provides access to Brackmills Industrial Estate via a signalised roundabout junction. The carriageway measures approximately seven metres wide and comprises one lane in each direction. The A45 is generally subject to the national speed limit outside of residential areas.

Towcester Road / Northampton Road (Junction 7 and CYCLEWAY)

- 2.41 Towcester Road / Northampton Road runs north to south through the centre of the site, connecting the villages of Milton Malsor and Blisworth. Towcester Road is the northern section of the road, which becomes Northampton Road approximately 600 metres south of the junction with Rectory Lane. To the north of Milton Malsor, Towcester Road continues to link with Northampton Town Centre, approximately 6.5 kilometres to the north. To the south of the site, Northampton Road links to High Street and Courteenhall Road in Blisworth via a priority junction arrangement. Towcester Road links to the A43 via a priority junction arrangement approximately 1.7 kilometres south west of Blisworth.
- 2.42 The carriageway is approximately seven metres wide in the vicinity of the site. A change in the speed limit occurs approximately 275 metres south of the junction with Rectory Lane. The road is subject to a 40mph speed limit north of this point and a 60mph speed limit to the south. This 60mph speed limit is reduced to a 30mph speed limit as Northampton Road enters Blisworth, approximately 150 metres north of the junction with High Street and Courteenhall Road.
- 2.43 A footway measuring between approximately 1.2 and two metres wide is provided on the western side of the carriageway between the two villages.

A508 (Junction 25)

- 2.44 The A508 runs approximately three kilometres to the east of the site between Market Harborough and Milton Keynes, via central Northampton. The road is approximately five metres wide with one lane in each direction and is subject to the national speed limit outside of residential areas.

A4500 (Junction 3)

- 2.45 The A4500 runs approximately 5.4 km north of the Main SRFI Site from central Northampton to the M1 motorway at J16. The A4500 is approximately 6 m wide with two lanes in each direction for its rural extent. The route is subject to a 60mph speed limit which reduces to 50mph on approach to a roundabout junction with Sandy Lane. It is reduced to one lane in each direction after 6.2 km for its urban extent. The speed limit reduces to 40mph at the roundabout with Tollgate Way and the A5076, and then reduces to 30mph a further 520 metres east.

A5199 (Junction 25)

- 2.46 The A5199 is located approximately 9 km to the north of the site. It connects Leicester to Northampton via a priority junction with the A508, approximately 8.4 km north of the site. The A5199 is approximately six metres wide with one lane in each direction and is subject to the national speed limit outside of residential areas.

A5076 (Junction 4, 6 & 7)

- 2.47 The A5076 forms part of the Northampton outer ring road and comprises two unconnected sections of carriageway. To the south east of central Northampton, the A5076 comprises a dual carriageway observing speed limits of 40 and 50 mph. Each carriageway measures approximately 7.5 metres in width. To the north, the A5076 comprises sections of single and dual carriageway and is subject to a 40mph speed limit.
- 2.48 The A5076 adjoins the A45 / A508 roundabout, known locally as the Queen Eleanor roundabout, to the south of Northampton and the roundabout junction with the A4500 to the west of Northampton. The A5076 / A5123 / Upton Valley Way East roundabout links the southern and western sections of the A5076. Along the southern section, the A5076 routes across two roundabout junctions, one with Towcester Road and another with Hunsbury Hill Road
- 2.49 The A5076 adjoins the A508 via a priority junction and routes to the roundabout with the A43, known locally as Lumbertubs Way, which connects the northern and eastern sections.

A428 (Junction 10)

2.50 The A428 connects Bedford with Northampton. Within Northampton town centre, the A428 adjoins the A4123 and Derngate at a signalised crossroads junction approximately six kilometres north of the site. Approximately 330 metres east of the signalised crossroads junction, the A428 forms part of a staggered crossroads with Becketts View and Nunn Mills Road before continuing east to the signalised roundabout junction with the A45 (Barnes Meadow Interchange – Junction 10). The road comprises of between one and three eastbound lanes and up to two westbound lanes and is subject to both 30mph and 40mph speed limits.

The Main SRFI Site

2.51 The Main SRFI Site comprises a total of approximately 291ha (719 acres). The A43 passes through the site to the west. Northampton Road/Towcester Road runs through the site from north to south. A number of farms, small holdings and associated development are located within the east of the site. All of these existing developments are accessed from Barn Lane, which runs south from Milton Malsor and comes to an end within the Main SRFI Site.

2.52 The existing premises in the Main SRFI Site consist of:

- Flowercraft Nursery;
- Arm Farm;
- Manor Farm;
- Hill Farm;
- Lodge Farm;
- Rathvilly Farm;
- Corteenhall Estate; and,
- A disused petrol filling station (located within the western area of the site, with access and egress gained directly from the A43).

2.53 The Main SRFI Site largely consists of large-scale arable farmland, with some smaller scale pastoral fields, and semi-improved grassland more common in the south-western and north-eastern parts of the site. Nearly three-quarters of the land is classified as moderate quality Subgrade 3b, with the remainder predominantly in Subgrade 3a and Grade 2.

- 2.54 Field boundaries generally have some hedgerow or intermittent tree cover, however this is limited. The fields are mostly separated by relatively species-poor hedgerows probably dating from around the beginning of the 19th Century, although there are a few more species-rich and older hedges along Towcester Road and elsewhere. There are occasional belts of dense and mature deciduous tree planting beside linear infrastructure features, such as the A43 road at the western extent of the Main SRFI Site and the NLL at its eastern extent.
- 2.55 The field margins generally support brambles, rough grassland and tall-ruderals. There are few small field-corner ponds surrounded by scrub or trees, but the site lacks woodland save for one small spinney next to Barn Lane and a modern plantation next to the A43.
- 2.56 There are a number of trees, mainly mature *Quercus robur* (Pedunculate Oak) and *Fraxinus excelsior* (Ash) in the hedgerows and as lone field trees. A small proportion of trees are currently protected by Tree Preservation Order or are described as being Veteran, Important or Ancient, as shown by the Hedgerow and Tree Plan in Appendix 5.4.
- 2.57 The Main SRFI Site is shown by the EA's Flood Zone Mapping to be predominantly within Flood Zone 1 (land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding in any year (<0.1%)). However, small areas of the site immediately adjacent to the Milton Malsor Brook and an Unnamed Watercourse are shown to be at an increased risk with some land categorised as being at medium and high risk (Flood Zone 3 as high risk and Flood Zone 2 as medium risk further from the watercourses).
- 2.58 There are a number of small ponds and springs in the west and centre of the site which are drained via agricultural ditches to the Milton Malsor Brook. The Milton Malsor Brook flows in a predominantly northerly direction through the approximate centre of the site before draining into a watercourse a short distance to the north of the site. It is understood that the watercourse is referred to locally as the Shoal Creek. The Wootton Brook rises in the north-east of the site, flowing northward. The Wootton Brook drains the north and north-eastern areas of the site.
- 2.59 Generally the site is located within a shallow south to north orientated valley associated with the Milton Malsor Brook. Higher ground is present in the north-west, north and east associated with variations in the geological conditions, specifically the occurrence of Glaciofluvial sands in the north and till in the west and east. There are a number of small ponds or springs within the site. Earthworks are present in:
- the north-west of the site (Rathvilly Farm), where ground levels are raised:

- the south-west of the site in the form of embankments for the Grand Union Canal and former Great Central Railway; and,
- in the south-east of the site, understood to be arisings deposited following excavation of Roade Cutting which is located to the southeast of the site along the West Coast Main Line.

2.60 The Main SRFI Site is in part subject to designation as a Minerals Safeguarding Area (Policy 28) of the Minerals and Waste Local Plan 2017 (this policy covers substantial areas of land beyond the Main SRFI Site). A small portion of the Main SRFI Site falls within the buffer zone of a sand and gravel extraction allocation (Policy 4 of the Minerals and Waste Local Plan 2017) to the north of the Main SRFI Site.

2.61 High Voltage and Low Voltage cables owned by WPD intersect the Main SRFI Site in a number of locations, serving existing dwellings, farms. Overground BT Openreach cable currently serves a number of dwellings. There is also currently a 90mm MDPE water service to an existing farm in the north-east section of the site. This main is fed from a 10" AC (Asbestos Cement) main which lies within Rectory Lane. Anglian Water have provided sewer plans that indicate the only public sewer within the Main SRFI Site is a 300mm diameter foul sewer that runs from south to north through the western section of the Main SRFI Site and parallel to the Milton Malsor Brook.

2.62 There are currently two major oil pipelines running through the south-west corner of the Main SRFI Site, owned by BPA. This is a buried service with regular marker posts at property and road boundaries. The pipes rise from beneath the ground to cross the river at the western boundary of the site.

2.63 Existing public rights of way cross the site, as shown by the access and rights of way plan (to be provided as a DCO document with the final submission).

2.64 There are no designated heritage assets located within the Main SRFI Site. There is, however, potential for buried archaeological remains to be preserved within the Main SRFI Site and non-statutory archaeological records on the Historic Environment Record are present as addressed in **Chapter 11: Archaeology**. Such sites could date to any period from the prehistoric onwards. There is a particular potential for the discovery of further remains of the Later Iron Age/Roman and Romano-British periods.

J15a Works

2.65 J15a of the M1 is located c.4km to the south west of Northampton Town Centre. The junction is a complex arrangement, which provides connectivity between the M1 (south east and north west movement), the A5123 (north movement) and the A43 (south movement). The junction consists of north and south bound access and egress from the M1 motorway and connectivity under the motorway linking the A5123 and A43. The route under the motorway is connected to the M1 access and egress slipways

via two separate linking routes. Landscaping is located centrally within the junction and within its immediate surroundings.

- 2.66 The junction also benefits from both northbound and southbound motorway service stations, which are constructed within the centre of the junctions. Both service stations have leisure and convenience retail uses, and petrol filling stations. The northbound service area includes a highways maintenance compound, providing an equipment shed and large road salt store. A pedestrian link bridge crosses the motorway, providing connectivity between the two service stations.
- 2.67 Land to the north east and east of the junction is within agricultural use; beyond which is a residential development associated which makes up the south western suburbs of Northampton. To the south east of the junction is a small area of hardstanding, which has until recently been used as a construction maintenance and storage area associated with wider highway improvement works, elsewhere on the network. Beyond this area of hardstanding to the south east is land largely in arable agricultural use, subdivided into numerous field parcels.
- 2.68 Land to the south and west of the junction is within arable agricultural use. Land directly to the north west is in use by a number of large distribution and industrial sheds, whilst land to the north is greenfield use and provides an agricultural and drainage function.
- 2.69 Passing under the junction from north to south is the Northampton Arm of the Grand Union Canal network. Running alongside the canal is a pedestrian route, whilst this section also includes a run of locks and a pedestrian swing bridge.
- 2.70 Works to the junction are predominantly contained to access and egress routes from the A123 and A43, also included are portions of the link routes from the M1 access and egress slipways. **Appendix 5.1** fully details the extent of the potential development area for this junction.

Minor Highway Works

- 2.71 The proposed works at these junctions are described in more detail in **Chapter 5: The Proposed Development**, and the relevant Order Limits in **Appendix 5.1**.

JUNCTION 1 - M1 J16

- 2.72 Located c.7.81km to the west of Northampton and c.1.6km to the north east of Nether Heyford. J16 provides the M1 with connectivity to and from the A4500 (east movement) and the A45 (west movement). The junction consists of both northbound and southbound access and egress slipways to the M1, with a raised flyover circling the motorway. There is some landscaping located internally within the junction, positioned between the circular flyover and the motorway.

- 2.73 J16 is primarily surrounded by land in agricultural use. A small area of land directly to the west of the junction is covered by hardstanding and operated by D and M Recycling and Waste Management. The closest sensitive receptor to the Site is Lodge Farm, which is located c.280m to the north of the junction.
- 2.74 Works would take place entirely in the highway boundary and would include provision of signal control, reconfiguration of road markings and widening of the northbound and southbound exit slipways and the A45 approach.

JUNCTION 3 - A4500/ Weedon Road (east)/ Tollgate Way/ A4500, Weedon Road (west)/ A5076, Upton Way

- 2.75 The Junction is located within the western fringes of the settlement of Northampton. It provides connectivity between the A4500 (east to west movement), Tollgate Way (north movement) and the A5076 (Upton Way) (south movement). The junction consists of a standard roundabout design, with four access and egress points. Some landscaping is located within the centre of the junction.
- 2.76 The junction is surrounded by a number of urban uses. This includes Westgate Industrial Estate to the north east and Sixfields Leisure Park to the south east. The south western and north western boundaries are primarily surrounded by existing residential development. Notwithstanding this, a Self-Storage unit and Millway Primary School are situated to the north west of the junction.
- 2.77 Works would take place entirely in the highway boundary and would include provision of an additional lane on the A4500 eastbound approach.

JUNCTION 4 - A5076/ A5123/ Upton Way Roundabout (Pineham Park) (Dane Camp Way)

- 2.78 Positioned within the south western suburb of Northampton known as Hunsbury Meadows, the junction provides connectivity between the A5076 (north and east movement), the A5123 (south movement) and Upton Valley Way East (west movement). The junction consists of a standard roundabout with four access and egress points.
- 2.79 The River Nene and Grand Union Canal (Northampton Arm) run in unison to the north of the junction. Beyond the waterways to the north, the junction is primarily surrounded by land in agricultural use. In contrast, land to the south east, south and south west is primarily in residential use and occupied by detached and semi-detached properties.
- 2.80 Works would take place entirely in the highway boundary and would include widening and reconfiguration of road markings on the Upton Way and Dane Camp Way approaches and additional lanes on the A5123 approach and Upton Way exit.

JUNCTION 6 - A5076 (west)/ Hunsbury Hill Avenue/ Hunsbarrow Road/ A5076, Danes Camp Way/ Hunsbury Hill Road

- 2.81 Located within Hunsbury, a suburb of Northampton located c.2.3km from the Town Centre, the junction provides connectivity between the A5067 (east to west movement), Hunsbury Hill Road (south movement), Hunsbury Hill Avenue (north west movement) and Hunsbarrow Road (north east movement).
- 2.82 All boundaries of the junction are surrounded by residential development, primarily comprising detached and semi-detached dwellings. Notwithstanding this, a building in employment use and associated car parking is positioned adjacent to the north west of the junction.
- 2.83 Works would take place entirely in the highway boundary and would include provision of signalling, and provision of additional lanes at approaches and exits, and on the circulatory carriageway.

JUNCTION 7 - Towcester Road/ A5076, Danes Camp Way/ A5123, Towcester Road/ Mere Way/ Tesco Access

- 2.84 Located c.2.6km to the south of Northampton Town Centre, the junction provides connectivity between the A5076 (east and north west movement), Towcester Road (west and north east movement) and Tesco Mereway. The junction consists of a roundabout with five access and egress points. A pedestrian route through the junction is provided via three underpasses, allowing for north, east and south movement on foot or by bicycle. Some landscaping is located centrally within the junction.
- 2.85 Directly to the north, the junction is bound by residential development consisting of detached and semi-detached dwellings. Towcester Road Cemetery is located adjacent to the north east of the junctions. A large Tesco Extra Superstore is positioned directly to the south, with access being served from the junction. Hunsbury Hill Country Park is located to the north west of the junction.
- 2.86 Works would take place entirely in the highway boundary and would include provision of additional lanes at approaches and exits, local widening and addition of traffic signalling control.

JUNCTION 9 - A45 (south)/ Eagle Drive/ A45 (north)/ Caswell Road

- 2.87 The junction is located c.2.67km to the south east of Northampton Town Centre, providing connectivity between the A45 (north and south movement), Caswell Road (south east movement) and Eagle Drive (north west movement). The junction consists of both northbound and southbound access and egress slipways to the A45, with a raised flyover circling the dual carriageway. Subways run beneath the circular raised

flyover, whilst a bridge also crosses the A45, providing pedestrian movement through the junction from east to west. Some landscaping is provided within the junction and in its immediate surrounds.

2.88 A series of industrial distribution sheds are located directly to the east of the junction, a business park is located to the south. To the west and north of the junction is Delpare Golf Course and an associated hotel.

2.89 Works would take place entirely in the highway boundary and would include providing traffic signal controls on the Caswell Road approach (and circulatory carriageway).

JUNCTION 10 – A45, Nene Valley Way (south); A428, Bedford Road (west)/ A5095, Rushmere Road/ A45, Nene Valley Way (north)/ A428, Bedford Road (east)

2.90 Located c.2.31km to the east of Northampton Town Centre, the junction provides connectivity between the A45 (north and south movement), the A428 (east and west movement) and the A5095 (north movement). The junction consists of both north and south bound access and egress slipways to the A45, with a circular roundabout formation positioned below the dual carriageway. Some landscaping is located within the centre of the junction and within its immediate surroundings.

2.91 The River Nene is positioned directly to the south and east of the junction. Beyond the River to the east is a hotel and business park, to the south are a series of industrial distribution sheds. To the west of the junction is Barnes Meadow Nature Reserve, to the north is a garden centre and areas of green public open space.

2.92 Works would take place almost entirely within the existing highway boundary with only a small additional piece of land required near the substation in the industrial area to the south. This would facilitate widening of the carriageway by providing an additional lane from the east, and reducing the size of the existing central island.

JUNCTION 11 - A45, Nene Valley Way (south); A43, Lumbertubs Way/ A45, Nene Valley Way (north)/ Ferris Row

2.93 The junction is located c.4.6km to the east of Northampton Town Centre and provides connectivity between the A45 (north east and north west movement), the A43 (north movement) and Ferris Row (south movement). The junction consists of both northbound and southbound access and egress slipways to the A45, with a raised flyover circling the motorway. There is some landscaping located internally within the junction, positioned between the circular flyover and the motorway.

2.94 Located directly to the south of the junction is Riverside Retail and Leisure Park. To the west and north, the junction is surrounded by residential development, primarily consisting of detached and semi-detached dwellings.

- 2.95 Works would take place entirely in the highway boundary and would include reconfiguration of the existing road markings to provide three lanes on the circulatory carriageway.

JUNCTION 12 - M1 J15

- 2.96 J15 of the M1 is located c.5.84km to the south of Northampton Town Centre. The junction provides connectivity between the M1 (north west and south east movement), the A45 (north movement), Saxon Avenue (north east movement) and the A508 (south movement). The junction consists of both north and south bound access and egress to the M1, a flyover above the motorway links access from the A508, A45 and Saxon Avenue. There is some landscaping located within the junction and within its immediate surroundings.
- 2.97 To the east of the junction is a hotel, beyond which are a number of sheds in industrial use. Directly to the north of the junction are a number of fields in agricultural use, beyond which is a further hotel. Land to the south and west of the junction is in arable agricultural use.
- 2.98 Works would take place entirely in the highway boundary and would include provision of an additional lane on the A45 approach, widening of the circulatory carriageway to provide an additional lane, and provision of an additional merge lane on the A45 exit.

JUNCTION 14 - Tove Roundabout (A43, Towcester Bypass (southwest)/ Towcester Road/ A5, (north)/ A43, (northeast)/ A5, Watling Street (southeast))

- 2.99 Located c. 850m to the north west of Towcester Town Centre, the junction provides connectivity between the A43 (north east and south west movement), the A5 (north and south movement) and Towcester Road (west movement). The junction consists of a roundabout formation with five access and egress points. Some landscaping is located centrally within the junction and within the immediate surroundings.
- 2.100 Immediately to the north of the junction is a pre-school nursery, garden centre and land within agricultural use. To the east is an area of greened land surrounded by a number of buildings in employment and retail use, including a Tesco Superstore and a car dealership. A petrol filling station car dealership and waste recycling centre are located to the south of the junction. To the west of the junction is a further car dealership and to the north west land in agricultural use.
- 2.101 Works would extend to the north west and north of the highway boundary, to accommodate a new lane to the north, to reconfigure the northern exit/approach to the roundabout and provide appropriate visibilities. In addition, additional lanes would be provided in the southwest, and the existing central island would be enlarged to allow for an additional lane on the circulatory carriageway.

JUNCTION 15 - Abthorpe Roundabout (Abthorpe Road/ A43, Towcester Bypass (north)/ Brackley Road/ A43, Towcester Bypass (south))

- 2.102 The junction is located c.1km to the south west of Towcester Town Centre. Consisting of a standard roundabout, it provides connectivity between the A43 (north and south movement), Brackley Road (east movement) and a further unnamed road (west movement). Some landscaping is provided centrally within the roundabout and within its immediate surroundings.
- 2.103 Suburban residential dwellings are predominantly located to the north east, east and south east of the junction. To the south west is a small road service station setup, which includes the provision of a McDonalds, a petrol filling station and hotel. Land surrounding the junction to the west and north west is within arable agricultural use.
- 2.104 Works would extend to the north west of the highway boundary, to accommodate a new lane on the A43 north approach, and realignment of the carriageway. In addition, reconfiguration of road markings is proposed.

JUNCTION 19 - A5076, Upton Way (south)/ Telford Way/ A5076, Upton Way (north)/ Walter Tull Way/ Dustan Mill Lane

- 2.105 The junction is located c. 2.3km to the west of Northampton Town Centre. Providing connectivity between the A5067 (north and south movement), an unnamed road (east movement), Duston Mill Lane (south east movement) and Telford Lane (west movement), the junction is of a standard roundabout construction. Five access and egress points are provided at the junction. Some landscaping is providing centrally within
- 2.106 To the north east of the junction is a small leisure park, beyond which is Northampton Town Football Club Stadium. Duston Mill Meadow Nature Reserve and Storton's Pits Nature Reserve are located directly to the south and south east of the junction. To the south west and north west the junction is surrounded by predominantly residential development, interspersed with a hotel, petrol filling station and a restaurant.
- 2.107 Works would take place entirely in the highway boundary and would include provision of an additional lane on both Upton way approaches and exits and widening and reconfiguration of road markings on the circulatory carriageway.

JUNCTION 20 - A5076, Upton Way (south)/ High Street/ A5076, Upton Way (north)/ Dustan Mill (Stub)

- 2.108 Located c.2.3km to the south west of Northampton Town Centre, the junction provides connectivity between the A5067 (north and south movement), Duston Mill (east movement) and High Street (west movement). Consisting of a standard roundabout construction, the junction has four separate access and egress points.

Landscaping is located centrally within the junction and within its immediate surroundings.

2.109 To the north east, east and south east of the junction is Duston Mill Meadow Nature Reserve. Upton Country Park is located to the south west of the junction, whilst land to the west and north west is surrounded by land in residential use.

2.110 Works would take place entirely in the highway boundary and would include provision of an additional lane on both Upton way approaches and exits and widening and reconfiguration of road markings on the circulatory carriageway.

JUNCTION 25 - A508, Harborough Road (south)/ A5199, Welford Road/ A508, Harborough Road (north)/ Cranford Road/ Kingsland Avenue

2.111 The junction is positioned c. 3km to the north of Northampton Town Centre. Providing connectivity between the A508 (north and south movement) and the A5199 (north west movement), the junction is present in a T formation and includes an arrangement of slip roads and ghost islands.

2.112 The junction is surrounded by a series of urban uses, including a branch of Lloyds bank to the north, residential properties to the east, a Waitrose supermarket to the south and a Methodist Church to the west.

2.113 Works would take place entirely in the highway boundary and would include widening of the A5199 approach.

JUNCTION 29–A43 (St Johns Road) Signage Scheme

2.114 This junction is located on the A43, approximately 3 km to the south west of the Main SRFI Site. St Johns Road joins the A43 to its west, passing through a small residential area associated with a school and sports area. Houses are located to the north of St Johns Road, and the school to the south at the junction, with some ponds and field drains in the grounds. The A43 has two separated carriageways at this point with the junction joining directly to the north bound carriageway, and a crossing point to the south bound carriageway. There is vegetation to the east and west of the A43, and some between the carriageways. A farm is located to the east of the A43 (which has local access to the south-bound carriageway of the A43. Coniferous and mixed woodland and a disused pit (pond) are present to the south of the junction and agricultural land to the north and east.

2.115 Works would take place entirely in the highway boundary and would include a signage scheme including warning signs and road surfacing improvements on the A43, for safety reasons.

JUNCTION 31 - A43 (Northampton Road) Signage Scheme

- 2.116 This junction is located on the A43, approximately 5 km to the south west of the Main SRFI Site. Northampton Road is accessed to the south east of the A43, which is dual carriageway at this point. Access is directly to the west bound carriageway, with a crossing point to the east-bound carriageway. There is mixed woodland around the junction and to the south side of the A43, and in the surrounding area. The junction is approximately 200m north of a small residential area, north of Towcester. Industrial areas and factories are present to the west (where the A43 joins the A5) and east (Easton Neston Works) of Northampton Road. A dismantled railway is present to the north of the A43.
- 2.117 Works would take place entirely in the highway boundary and would include a signage scheme including warning signs and countdown markers on the A43, for safety reasons.

CYCLEWAY

- 2.118 This proposed cycleway and footpath improvement shares the context of the Main SRFI Site, passing between Blisworth in the south and Milton Malsor in the north. It follows the route of Northampton Road, from Blisworth, passing under the WCML at an underpass, past the small industrial estate adjoining the Order Limits at the Main SRFI Site, and Deveron House to the west.
- 2.119 Work would take place within the highway boundary and include widening of the existing footway along Towcester Road to accommodate a cycleway as well as a footway, and associated realignments of the road carriageway, and inclusion of dropped kerbs and tactile paving on Towcester Road and Rectory Lane. The existing footway from Barn Lane to Collingtree Road would also be extended.

Other Mitigation Works

- 2.120 Land allocated for ecological and landscape mitigation is included within the Order Limits described above. No off-site mitigation has been identified. Land includes approximately 116.7 ha of structural landscaping on the Main SRFI Site (including 13.8 ha of retained farmland to the east of the NLL, allocated for diversion of public rights of way). In addition, approximately 26 ha to the south of J15a will be developed as an ecological mitigation area. The nature of this mitigation is described in **Chapter 5: The Proposed Development**.

Designations

- 2.121 All data in this section is taken from the chapters and technical appendices for **Chapter 16: Biodiversity, Chapter 12: Built Heritage, Chapter 11: Archaeology and Chapter 17; Landscape**. Study areas for designations for these assessments differ. References are provided in those chapters. All sites are listed at **Appendix 2.1**.

Statutory Designated Sites

Main SRFI Site

- 2.122 Statutory designated sites within the relevant study areas (5km for natural heritage and landscape, 2 km for built heritage and 1 km for archaeology) of the Main SRFI Site are listed at **Appendix 2.1**.
- 2.123 There are five statutory designated sites for Natural Heritage within 5 km of the Main SRFI Site Order Limits, comprising of two Sites of Special Scientific Interest (SSSI) and three Local Nature Reserves (LNR). The nearest is Roade Cutting SSSI which is a geological SSSI, adjacent to the Order Limits to the south east, at the junction of the WCML and NLL railway lines. Blisworth Rectory Farm Quarry SSSI is approximately 1.5 km from the Order Limits to the south, located in a disused quarry to the south west of Blisworth.
- 2.124 In addition, the Upper Nene Valley Gravel Pits Special Protection Area (SPA) (and SSSI and Ramsar site) is within 6 km of the Main SRFI Site. It is designated for bird species that may roost on agricultural land at considerable distances from the SPA.
- 2.125 There are three Registered Parks and Gardens within 5 km of the Main SRFI Site. Courteenhall is located 1 km east of the Main SRFI Site, Stoke Park is located approximately 4.2 km south and Easton Neston is located approximately 4.9 km south, south-west of the Main SRFI Site.
- 2.126 There are 8 Conservation Areas within 2 km of the Main SRFI Site's Order Limits. These include the Grand Union Canal and Milton Malsor Conservation Areas which are adjacent to the Order Limits to the west and north respectively, Blisworth, 0.5 km to the south, Collingtree 0.8 km to the north east, Gayton 1km to the west, Rothersthorpe 1 km to the north west, and Courteenhall and Road both 1.8 km to the south east. There are clusters of listed buildings within these Conservation Areas:
- 39 no. in Blisworth (2 no. Grade 2* listing, and the remainder Grade 2);
 - 12 no. in Collingtree (1 no. Grade 2* listing, and the remainder Grade 2);
 - 6 no. in Courteenhall (4 no. Grade 2* listing, and 2 no. Grade 2);
 - 8 no. in Gayton (1 no. Grade 1, 1 no. Grade 2* and the remainder Grade 2);
 - 35 no. in Milton Malsor (1 no. Grade 2* and the remainder Grade 2);
 - 15 no. in Roade (1 no. Grade 2* and the remainder Grade 2);
 - 10 no. in Rothersthorpe (1 no. Grade 2* and the remainder Grade 2); and

- 17 no. in Grand Union Canal (all Grade 2).

2.127 There is also one Listed Building that was included in the Built Heritage Study in Northampton – the Grade 2 Express Lift Tower.

2.128 There are no statutory archaeological sites within 1 km of the Order Limits. The nearest is in Blisworth, approximately 1.2 km south from the Order Limits (Churchyard Cross Base in St John the Baptist Churchyard) and “The Berry Ringwork” in Rothersthorpe, approximately 1.2 km to the north west.

J15a

2.129 Statutory designated sites within the relevant study areas (5km for natural heritage, 1 km for landscape and archaeology, and 0.25 km for built heritage) of the J15a Works are listed at **Appendix 2.1**.

2.130 There are two international statutory designated sites for Natural Heritage within 10 km of the Order Limits, comprising one Ramsar and one Special Protection Area (SPA) – both the Upper Nene Valley Gravel Pits (also a SSSI); approximately 5.7 km north east from the J15a Order Limits. There are also six national statutory designated sites within 5 km of the Order Limits, comprising 2 Sites of Special Scientific Interest (SSSI) (Roade Cutting and Blisworth Rectory Farm Quarry – both over 3 km from J15a) and four Local Nature Reserves (LNR); the nearest being Storton’s Pits, approximately 2 km to the north.

2.131 There is one Conservation Area within the J15a Order Limits; the Grand Union Canal, and four Grade 2 listed buildings within or immediately adjacent to the Order Limits, all of which are locks associated with the canal. There are 12 n. further Grade 2 listed buildings within 0.25km of the J15a Order Limits, again all associated with the canal (locks, bridges and a lock cottage). Rothersthorpe Conservation Area is also approximately 1 km to the west of the J15a Order Limits.

2.132 There are no statutory archaeological sites within 1 km of the Order Limits.

Minor Highway Works

2.133 The closest statutory designated sites within the relevant study areas (2km for natural heritage, 1 km for landscape and archaeology, and 0.25 km for built heritage) of the Minor Highway Works are listed at **Appendix 2.1**.

2.134 The nearest international site (Upper Nene Valley Gravel Pits SPA, SAC and SSSI) is approximately 0.7 km from Junction 11 (A45/A43 Roundabout Lumbertubs). All proposed work would be within the highway boundary at this Junction, comprising reconfiguring the existing road markings. The nearest SSSI (Bugbrooke Meadow) is

approximately 0.4 km from Junction 1 (M1 J16). Roade Cutting SSSI is 1.6 km from Junction 12 (M1 J15).

- 2.135 There are Local Nature Reserves located within 500m of Junction 10 (adjacent to Barnes Meadow LNR), Junction 19 (effectively adjacent to Storting's Pits LNR), Junction 3 (480m from Storting's Pits LNR) and Junction 20 (200m from Storting's Pits LNR). Junctions 4, 6 and 7 are also within 2 km of Storting's Pits LNR. Junction 9 is approximately 640 m from Barnes Meadow LNR and Junction 25 740m from Kingsthorpe LNR. Greens Norton Pocket Park Nature Reserve (LNR) is within 2 km of Junctions 14 and 15.
- 2.136 There are Grade 2 listed buildings within 250m of the Order Limits of Junction 6 (Hunsbury Hill Farmhouse), Junction 7 (Mortuary Chapel), Junction 9 (Farmhouse at Home Farm), Junction 15 (Towcester War Memorial) and Junction 25 (Baptist Chapel, manor House and Enterprise Factory). The Battle of Nottingham Registered Battlefield is within 250 m of Junction 9 and 10.
- 2.137 There are no statutory archaeological sites within 1 km of the Order Limits.

Non-Statutory Designated Sites

Main SRFI Site

- 2.138 There are 27 non-statutory designated sites for Natural Heritage within 2 km of the Order Limits of the Main SRFI Site, comprising four Local Wildlife Sites (LWS) and 23 Potential Wildlife Sites (pWS). These are listed in **Appendix 2.1** and described in more detail in **Chapter 16: Biodiversity**. These include two pWSs on the site (Roade Cutting, and Site 241), and five less than 100m from the site, including the Grand Union Canal Local Wildlife Site and four pWSs.
- 2.139 There are 12 areas of ancient woodland within 5 km of the Main SRFI Site boundary. They comprise 6 areas of Ancient Semi-Natural Woodland (ASNW) and 6 areas of Planted Ancient Woodland (PAWS). The nearest area of ancient woodland to the site boundary is approximately 3 km to the south.
- 2.140 With respect to local landscape policy areas, the South Northamptonshire 'Tove Valley Special Landscape Area' is located 3 km to the south of the Main SRFI Site.
- 2.141 There are 17 non-listed buildings on the Historic Environment Record (HER) within 2 km of the Order Limits, including 7 no. in Blisworth, 4 no. in Gayton, 4 no. in Collingtree, and 1 no each in Courteenhall and Milton Malsor.
- 2.142 Archaeological non-statutory records included 38 locations on the Main SRFI Site (primarily findspots and cropmark sites recorded on the HER), and 47 locations within

1 km of the Order Limits of the Main SRFI Site. These re described and assessed in **Chapter 11: Archaeology.**

J15a

- 2.143 There are 39 non-statutory designated sites for Natural Heritage within 2 km of the Order Limits of J15a, comprising 15 Local Wildlife Sites (LWS) two of which are also designated as Local Geological Site (LGS) and 24 Potential Wildlife Sites (pWS). These are listed in **Appendix 2.1** and described in more detail in **Chapter 16: Biodiversity.** These include the Grand Union Canal Local Wildlife Site and pWS Site 239 which are located within the Order Limits, and one pWS (Site 250) adjacent to the Order Limits. There are no areas of Ancient Woodland within 2 km of J15a.
- 2.144 Archaeological non-statutory records included 26 locations on within the J15a Order Limits (primarily findspots and ditches/ pits recorded on the HER). These re described and assessed in **Chapter 11: Archaeology.**
- 2.145 There are no non-statutory designations for built heritage within 250m of the Order Limits, or for landscape within 1 km.

Minor Highway Works

- 2.146 There are no recorded non-statutory designations within the relevant study areas (2km for natural heritage, 1 km for landscape, and 0.25 km for built heritage) of the Minor Highway Works. Archaeological features within the Order Limits at Junction 14 included 13 no. locations, as described in **Chapter 11: Archaeology.** These included features recorded in the HER and on historic maps, including possible buildings, roads and findspots.