A Planning Application by

Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l.

In respect of

Rail Central

DRAFT Outline Access Management Plan

February 2018

DOCUMENT SIGNATURE AND REVIEW SHEET

Project Details

Project Title:	Rail Central		
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Client:	Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l.		

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CONTENTS PAGE

LIST OF FIGURES

1 INTRODUCTION

1.1 This Outline Access Management Plan (OAMP) has been prepared by Transport Planning Associates (TPA) on behalf of Ashfield Land Management Limited and Gazeley GLP Northampton s.à.r.l. It sets out detail on the access arrangements to the proposed Strategic Rail Freight Interchange (SRFI), known as Rail Central, during both the construction and operational phases.

1.2 The SRFI comprises up to 687,483sq.m (7.4M sq.ft) Gross Internal Area (GIA) of high bay warehousing with ancillary offices.

1.3 The site currently comprises undeveloped land located to the immediate south of Milton Malsor and Northampton with the proposed access from Northampton Road. The site is considered to be optimally located next to rail and trunk road infrastructure. It is located to the north of the West Coast Main Line (railway line), to the west of the Northampton Loop (railway line) and to the east of the A43 trunk road. The M1 Motorway is located approximately two kilometres to the north.

1.4 The OAMP is complimented by the Construction Traffic Management Plan (CTMP) which details the transport issues associated with the construction phase and the Operational Traffic Management Plan (OTMP), which addresses the transport issues associated with the operation of a proposed SRFI.

1.5 It will be the responsibility of the appointed contractors and operators to comply with all statutory regulations and guidelines as appropriate, in relation to construction and movement activities.

2 CONSULTATION

Scoping Opinion

2.1 A Scoping Report was submitted in December 2015, which included preliminary information regarding the proposals for the site, in so far as it was possible to provide at that early stage, along with details of the intended approach to preparation of the Environmental Statement.

2.2 In response to the Scoping Report, a Scoping Opinion was provided by the Secretary of State in January 2016, which included a number of comments in relation to highways and transportation, which are addressed within this TA. Full details of the comments raised and where they are addressed is included within Chapter 19 of the Environmental Statement.

Phase One Consultation

2.3 A first round of public consultation was carried out in April and May 2016, including eight public exhibition events. The consultation material included a range of initial information regarding the development proposals, and was carried out in advance of any material progression with the development of the highway proposals, in order to carry out early consultation with the local population and other interested parties. As part of this a number of comments were raised and are addressed within the TA.

Transport Working Group

2.4 In accordance with the NPS, a Transport Working Group (TWG) was set up in order to discuss and agree matters in relation to highways and transportation with the relevant highway authorities. The TWG includes representatives from TPA, Highways England (HE), AECOM (Highways England's consultant team) and Northamptonshire County Council (NCC).

2.5 The TWG has carried out meetings generally on a monthly basis since October 2015. Various departments and consultants from each organisation have attended these meetings on occasion, in order to provide advice in relation to their areas of expertise and depending on the stage of the project.

Summary of Agreement

2.6 Through the TWG, a significant number of matters and documents have been agreed with HE and NCC to be appropriate. These are summarised as follows:

Site Access and Site Layout

- the principle of providing vehicle access via a grade separated junction onto the A43 only;
- the principle of the site access geometrical design onto A43 (detailed design issues to be agreed in due course);
- the principle of providing emergency only access onto Northampton Road and its geometrical layout (detailed design issues to be agreed in due course);
- the principle of providing an underpass under Northampton Road;
- the principle of providing a lorry park facility within the site;
- the principle of pedestrian and cycle access from Northampton Road;
- the principle of the construction access arrangements, including initial use of the existing left-in, left-out access on the A43 and construction of a temporary left-in, left-out access to the north of this on the A43;

Trip Attraction

- the process for determining trip attraction to include a review of different calculation methodologies, including examination of similar facilities elsewhere and a first principles based assessment;
- the overall level of daily and hourly person trip attraction (both employees / visitors and HGVs);
- daily and hourly trip attraction associated with ancillary (non-warehouse) uses;
- the baseline mode share (including total number of vehicle trips) to be applied, including the methodology for its calculation based on Census travel to work data;

Strategic Modelling

- methodology for modelling work to include use of Northamptonshire Strategic Transport Model (NSTM) for the typical network peak hours of 0800-0900 and 1700-1800;
- the typical network peak hours of 0800-0900 and 1700-1800 represent the busiest hours on the highway network and are the most appropriate time periods to be assessed. No other time periods require assessment;
- the principle of a local area validation of the NSTM specifically for use in assessing the impact of Rail Central;
- the traffic survey data to be input into the NSTM to facilitate the local area validation;
- assessment scenarios required for modelling;

Junction Assessments

- broad study area of junctions where detailed capacity assessment is required, based on outputs from the NSTM;
- junctions on A43 between the site and Tove roundabout to the south to be examined for potential safety improvements, but not for capacity improvements;

- junction capacity assessments to be carried out using Linsig or Junctions9 modelling software as appropriate;
- VISSIM model to be used in conjunction with individual junction modelling tools to demonstrate the operation of M1 Junction 15 and Junction 15A, as well as the site access;
- 2016 baseline VISSIM model agreed to appropriately reflect the existing situation and is in accordance with WebTAG guidelines;
- M1 Junction 15 and Junction 15A to be initially assessed using Linsig or Junctions9, as appropriate, in order to determine appropriate mitigation schemes for assessment within VISSIM;
- traffic flows used in junction assessments to be based on baseline traffic surveys with traffic growth as determined from the NSTM;

Travel Planning

- general approach to public transport strategy, including potential for new bespoke service into the site, subject to modelling;
- the principle of providing new bus stops on Northampton Road, and a bus interchange within the site, with potential for access from Northampton Road;
- on-site parking provision to be determined with reference to Northamptonshire Parking Standards (2016) document;

Mitigation Proposals

- the geometry and capacity of the proposed improvement scheme at M1 Junction 15A;
- the suitability of the proposed traffic calming schemes in Milton Malsor and Blisworth;
- the requirement for traffic calming schemes in Milton Malsor and Blisworth is to be determined through the strategic modelling work; and
- the principle and general scope of a proposed foot and cycleway along Northampton Road.

3 ACCESS STRATEGY

3.1 Existing and proposed vehicular access locations in relation to the site boundary and wider highway network are shown on **Figure 3.1**

Construction

3.2 The development will be constructed over a ten year period commencing in 2019 and completing in 2029, during which the construction site will be accessed in two phases:

(i) Via the existing left-in, left out access arrangement via the A43 during the construction of the temporary access.

(ii) Via the temporary construction access via the A43, to the north of the existing access, during the construction of the Grade Separated Junction (GSJ).

Existing Access

3.3 During the initial phase of construction, the existing left-in, left-out access to the petrol filling station on the A43 will be used to provide access to the site. However, the proposed GSJ is situated in the same location as this existing access, which would prevent the use of the existing access in the long term. Therefore, the existing access will be used to facilitate the construction of a temporary left-in, left out construction access onto the A43, situated to the north of the existing access.

Temporary Access

3.4 The temporary construction access via the A43, will be constructed to the north of the existing access. Following the construction of the temporary access point, the existing access will be closed up and the GSJ will be constructed.

Operational

Grade Separated Junction (GSJ) – March 2019 to October 2020

3.5 Once the GSJ is complete, this will be used for construction access to the site and the temporary access will be closed. Once operational, access to Rail Central will solely be taken from the A43 via the GSJ. The access junction will be located on the site of the existing access to the disused petrol filling station approximately 650 metres south of where Gayton Road crosses the A43 via a road bridge.

Emergency Access

3.6 An emergency vehicular access will be provided on to the western side of Northampton Road from the proposed bus terminal to the north of the underpass. An additional vehicular emergency access will be provided further to the north on the eastern side of Northampton Road. The emergency access points will comprise priority junctions with Northampton Road and will be controlled by gates to prevent vehicle access other than in defined emergency situations. Staff, visitors and HGVs will not be able to access the site via these points and must use the primary access on the A43. The decision of whether or not to allow vehicles access or egress via the emergency access points will lie solely with the emergency services.

4 ACCESS DESIGN

General Concepts

Existing Access

4.1 Swept Path Analysis (SPA) demonstrates that a 16.5m long articulated vehicle can negotiate the existing left-in, left-out access to the petrol filling station via the A43.

Temporary Access

4.2 SPA demonstrates that a 16.5m long articulated vehicle can negotiate the proposed temporary access arrangement via the A43.

Grade Separated Junction (GSJ)

4.3 SPA demonstrates that a 16.5m long articulated vehicle can negotiate the proposed GSJ.

4.4 The GSJ comprises single lane slip roads and two lanes on the roundabout circulatory carriageway. The preliminary design of the GSJ has been accepted by HE, subject to detailed design elements.

Design Considerations

4.5 The proposed Temporary Access and GSJ have been agreed in principle to be appropriate with HE and NCC and have been designed in accordance with the following guidance:

i) Design Manual for Roads and Bridges (DMRB) standard for major / minor road junctions.

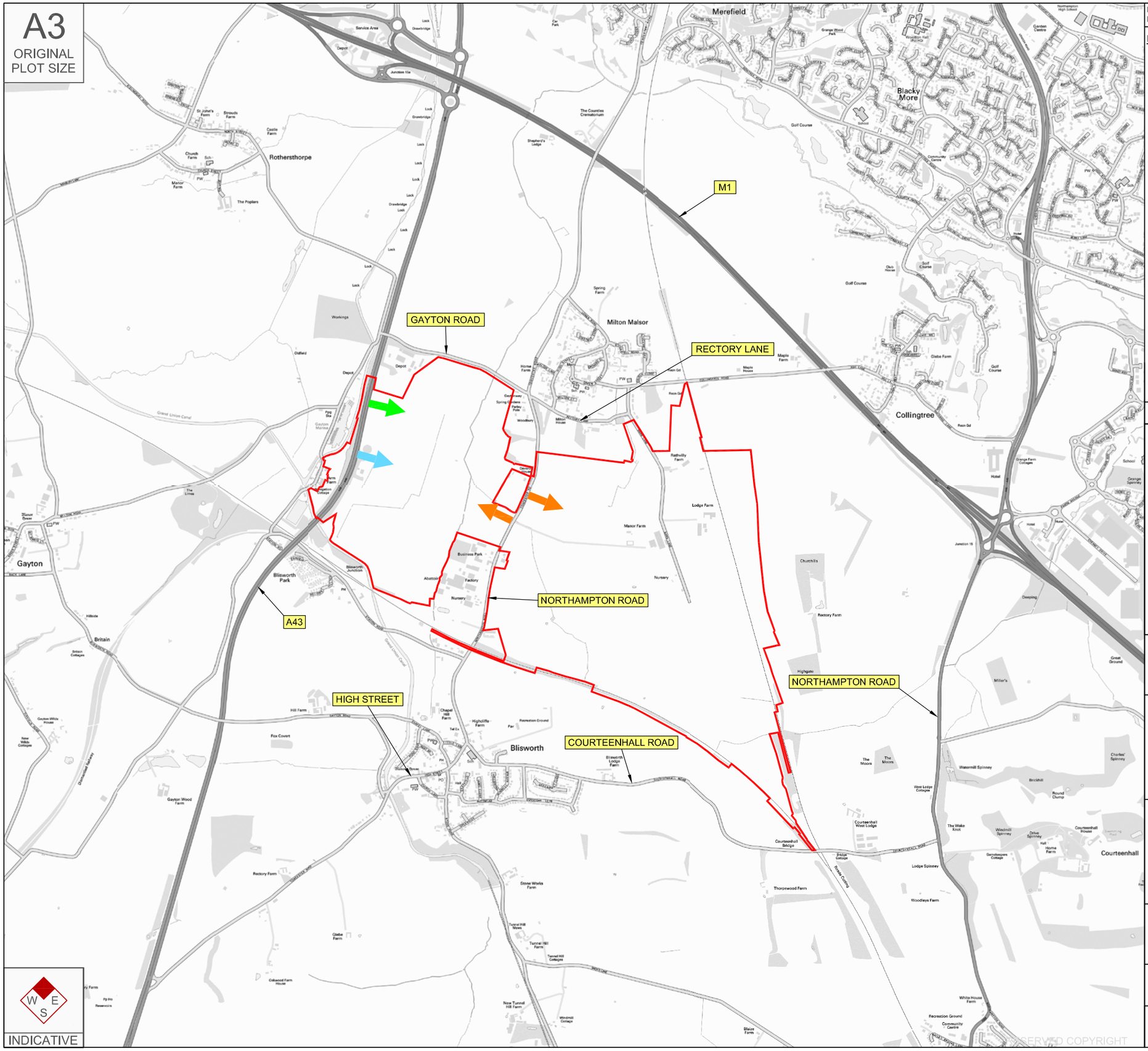
Access Details

4.6 The CTMP provides detailed drawings of the existing, proposed temporary and proposed grade separated access junctions and associated swept path analysis.

4.7 To minimise the impact on the access junctions and wider highway network resulting from construction and operational activities, a package of mitigation measures will be introduced by the construction company(s) and operators. Mitigation measures are detailed within the CTMP and OTMP.

FIGURES

A3
ORIGINAL
PLOT SIZE



KEY

- Approximate site boundary
- Main Vehicular Access
- Proposed Emergency Vehicular Access
- Proposed Temporary Vehicular Access

Rev	Date	Details	Drawn by	Checked by	Approved by
-	-	-	-	-	-

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CLIENT: ASHFIELD LAND

PROJECT: Rail Central Northamptonshire

TITLE:
Proposed Site Access Locations

STATUS:
INFORMATION

SCALE:	DATE:	DRAWN:	CHECKED:	APPROVED:
1:20,000	13.02.18	PSW	WG	JD

JOB NO:	DRAWING NO:	REVISION:
1211-80	Figure 3.1	