Welcome

Welcome to this public exhibition for Rail Central, a proposed new strategic rail freight interchange (SRFI) in Northamptonshire.

The project

Rail Central is a proposed new major logistics and distribution hub with direct rail connections to the West Coast Main Line and Northampton Loop Line alongside road access to the A43 and M1. In addition the proposals include highway improvements to 15 junctions, with a major upgrade to J15A of the M1.

The proposals are considered to be a Nationally Significant Infrastructure Project (NSIP) under the Planning Act 2008 and will therefore be determined by the Planning Inspectorate and ultimately the Government. The project will consist of two NSIPs. The main SRFI site is one NSIP and the other is works to Junction 15A of the M1. In addition there are associated minor highway improvement works to other junctions.

The project is being brought forward by Ashfield Land in partnership with Gazeley GLP.

PREVIOUS CONSULTATION

The Applicant has carried out extensive consultation with stakeholders since 2015, including the local community, county, borough and parish councils and statutory consultees. In April 2016, the initial draft plans for Rail Central were presented to the public at a series of public exhibitions, which formed part of a statutory process of community consultation that lasted until October 2016. Feedback gathered from local residents and other consultees has been considered and has helped to influence how the plans have developed.

THIS CONSULTATION

This consultation (Phase Two) is a statutory process relating to the Planning Act 2008, which is the legislation that guides the NSIP process. Alongside consultation with the local community (known as Section 47 of the Planning Act) we are also consulting with stakeholders and other specified consultees (known as Section 42 of the Act) and publicising our intention to submit an application (a process known as Section 48 of the Act).

At this consultation Ashfield Land and Gazeley GLP are showing how the plans have developed since the earlier round of consultation (Phase One).

These exhibition panels provide an introduction to the project and explain our approach to managing key issues such as access, highways and the environment. In addition an illustrative video animation and a number of documents have been published as part of this consultation. We are inviting written feedback, which will be taken into consideration before the plans are finalised and the application is submitted.

This consultation will take place between Thursday 15 March and 11.59pm on Monday 23 April 2018

RELEVANT DOCUMENTS FOR CONSULTATION

Alongside the information on these panels, we are publishing a series of additional documents and plans for consultation, including:

- PEIR, Non-Technical Summary and Technical Appendices
- Draft Planning Statement
- Parameters Plan, Illustrative Masterplans and Landscape Masterplans
- Project Assessments and Reports
- Project Drawings and Plans
- Draft Construction and Operational Management Plans
- Land Plans

All of these documents are available at this exhibition and can be viewed during the consultation at one of the deposit locations we have in the local area. They are also available to download from the project website: **www.railcentral.com**

Ashfield Land and its delivery partner Gazeley GLP

Ashfield Land and Gazeley GLP are partnering to deliver and apply for Rail Central.

Ashfield Land is a UK commercial property company with more than 25 years' experience in bringing forward successful investment, development and regeneration projects.

Gazeley, wholly owned by GLP, is a specialist developer, investor, owner and operator of logistics and distribution real estate and, with a 30 year track record, is the most experienced company of its type in the world.

The full Applicant's name is Ashfield Land Management Limited and Gazeley GLP Northampton s.á.r.l. of (Arendt Services) 19 Rue de Bitbourg, L1273, Luxembourg.

ASHFIELD LAND

Gazeley a GLP company

What is an SRFI?

An SRFI is a large rail served distribution and warehouse park linked into both rail and the strategic highway network. The aim of an SRFI is to optimise the use of rail in the freight journey. SRFIs are key to reducing carbon emissions in the supply chain, reducing the cost of movement and increasing the efficiency and speed of movement.

Why is this needed and why here?

The demand for new warehouses is growing. Population growth, economic growth and consumer demand for product choice and availability are all causes of this. At the same time, there is a national need and policy drive for taking freight off roads and moving it onto less carbon-intensive modes of transport, such as rail.

Rail Central responds to the policy and business need for efficient, cost effective and sustainable movement of freight that uses rail. Due to its geographical location and existing transport connections, Northampton is an excellent place to build new warehouses and it forms part of the "golden triangle" for logistics space.

The Rail Central site is particularly suitable due to its direct connections with two railway lines, and close proximity to the M1. Further details on this are provided in the consultation materials.

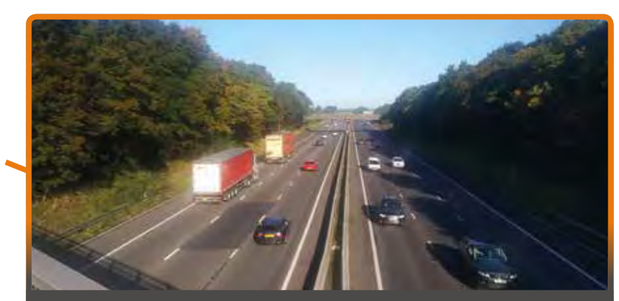
Sustainability

It is anticipated that, by shifting freight from road to rail, Rail Central would save 739,668 tonnes of CO_2 emissions by 2050.

Strategic location of site

A view of the site from the A43

Direct rail links



Access to road links

Our proposed application

Rail Central
Northamptonshire

Rail Central is a proposed new strategic rail freight interchange (SRFI) which responds to market demand and Government policy for the creation of new rail freight routes and road-rail interchanges.

PROJECT SUMMARY

The proposals are to develop and operate the Rail Central SRFI and deliver various associated highway upgrades and environmental investments. The proposed scheme comprises:

- **Up to 702,097 sq m (Gross External Area) of rail connected and rail served warehousing,** with a range of building sizes to suit market requirements
- **Direct rail access to up to three larger warehouses** (with access to Northampton Loop Line and West Coast Main Line)
- **Rail infrastructure** including new sidings and up to three new gantry cranes to handle containers
- **Ancillary service buildings** including a service depot, terminal control building, lorry park and bus terminal
- **A new highway access and offsite road and junction improvements,** to Junction 15A of the M1 and 14 other junctions and an improved footpath and new **cycleway along Towcester Road**
- **Approximately 116.7 hectares of structural landscape** at the main site, including a new pocket park, footpaths and retained farmland. Additionally 26 hectares of ecological mitigation at land south of J15A of the M1 including overall development zones and maximum thresholds – but the specific details of the scale and layout of individual warehouses will be determined at a later date, driven by market demand. The parameters plan has given consideration to landscaping and mitigation measures and these will be properly secured within the DCO. Please see the *Government's Advice Note 9: Using the Rochdale Envelope* for further details. At this consultation we are presenting two key site plans:
- **The draft parameters plan** – this explains what we are currently seeking consent for, and is presented below. In addition, there are green infrastructure parameter plans for the main site and J15A. Both of these are available in packs at this exhibition.
- **The draft illustrative masterplans** – these explain how the site may ultimately be delivered, but are indicative only. They include a preferred and alternative option.

THE PLANNING APPLICATION AND THE 'ROCHDALE ENVELOPE'

Ashfield Land and Gazeley GLP intends to submit a DCO planning application later this year which will comprise two NSIPs: one for building and operating Rail Central; the other for carrying out the junction works to J15A of the M1. Ashfield Land with Gazeley GLP owns or has options over the vast majority of the land required for the scheme and will seek consents to secure any other required land as part of the application.

The Rail Central application will seek consent for building the SRFI using the 'Rochdale envelope'. This means the application will specify the realistic worst case scenarios, and therefore the parameters of the development –

The draft parameters plan sets the limit of the scale of the site to allow flexibility for delivery

The illustrative masterplan

Rail Central Northamptonshire

The final layout of the units will be determined by market demand but will remain within the limits of the parameters plan. The below illustrative masterplans indicate how the scheme could ultimately be built.

Key design principles of the site configuration:

- The site is split into zones of storage and distribution warehousing and associated areas for parking, servicing and landscaping
- Zones are laid out to provide direct rail links to warehouses (West Coast Main Line and Northampton Loop Line)
- The perimeter of the site will be extensively landscaped to provide visual screening and a green setting for diverted and additional public footpath routes

The preferred illustrative masterplan

Alternative illustrative masterplan

Key

- Order Limits (application boundary)
- Units
- Intermodal Areas
- Train Maintenance Depot
- Landscaping
- Flood Attenuation

Landscaping and the environment

A comprehensive landscape strategy has been developed to provide a careful approach to managing the effect on the local environment. This strategy is informed by technical environmental assessments in relation to landscape and visual impact, water resources, biodiversity, acoustics and lighting. This panel explains our landscape and biodiversity strategies, with acoustic and lighting covered later.

THE HABITAT

We have undertaken extensive field studies to understand the ecology of the main site, J15A of the M1 and surrounding area.

From this we know that the site is used by farmland birds, bats, owls and small mammals and has veteran trees and a network of hedgerows.

We have developed a strategy to create and enhance the retained habitat where possible:

- **Provide 116.7 hectares of landscaped areas and pocket parks,** primarily as a mosaic of woodland, species-rich grassland, scrubland and amenity landscape focusing on interconnectivity between different areas of the site, providing vegetation and biodiversity
- **Install 'attenuation ponds'** in three locations at the north of the site to manage surface water runoff and support wildlife
- **Direct light away from natural habitat areas** especially the Grand Union Canal
- **Divert the local watercourse,** known as Milton Malsor Brook around the development and enhance its biodiversity
- **Creation of 3.2 hectare park** on the western side of the A43
- **Creation of 26 hectares of ecological mitigation** at land to the south of J15A of the M1
- **Restore barns** at Barn Lane to encourage bats and owls to roost and nest. There will also be new roost boxes for bats and barn owls throughout the site. We are exploring potential opportunities to manage this with the Wildlife Trust

GREEN CORRIDORS

The structural landscape will look to create a variety of biodiverse and ecologically rich landscape zones that will provide habitat, both for animals already found within the site, and new species not currently present.

In total there will be 7.2km of new green corridors that will aim to mimic the existing field edge vegetation linking up approximately 34 hectares of new woodland planting. The largest will run alongside Northampton Road. There will also be 17 oversized culverts under the development to link up the site.

Illustrative landscape and ecological plan of the main site

LANDSCAPING AND ECOLOGICAL MITIGATION AT J15A OF THE M1

In addition to landscaping at the main site, 26 hectares of land south of J15A will be provided with additional hedgerow planting, woodland and scrub areas, field edge ponds, habitat provision for ground nesting birds and grazed wildflower areas. Deadwood from felled veteran trees on the main site will be used in a variety of ways to create additional habitat. This area of habitat will form close links with the canal and adjacent potential wildlife sites.

Illustrative landscape and ecological plan J15A

TREES AND HEDGEROWS

Existing trees and hedgerows are being retained where possible. We have carried out a veteran tree survey across the site which identified 26 veteran trees, one notable tree and 17 locally notable trees that would require removal to enable the development on the main SRFI site. One further locally notable tree would require removal to facilitate J15A works.

To manage the impact, we will take cuttings, collect seeds from veteran trees and plant them within the proposed woodland to maintain the local provenance of the species.

Approximately 12km of hedgerows within the site will need to be removed. They will be replaced with a series of new interconnected hedgerows and ditches running through the site. In addition 7.2 km of 'green corridors' will be created to directly mitigate hedgerow loss – further details above. The species-mix, layout and location of hedges have been carefully selected to ensure that they are suitable for a variety of species including birds, invertebrates and small mammals.

Indicative example of publicly accessible structural landscape

Approach to design

We have adopted a design approach that ensures the scheme responds appropriately to its setting.

We have assessed the site to develop a high-quality and sustainable design that mitigates and balances the impact of the development.

Committed to delivering high quality, we have adopted a colour palette of pastel green colours, chosen a select range of building façade materials and carefully arranged screening around the site.

This approach will minimise the visual effect and create a sense of identity and setting.

EVOLUTION OF DESIGN

In response to feedback at Phase One consultation, a number of changes have been made to the design. These include:

- The reduction of overall floorspace and reorientation of warehouse units in the illustrative masterplan to reduce visual impact
- Enhanced bunding and screening around the development
- Enhanced green corridor parallel to Northampton Road to create a landscape and cycle footpath linking the villages of Blisworth and Milton Malsor
- The removal of direct access to the site from Northampton Road
- Connecting the east and west sections of the site with an underpass at Northampton Road
- The removal of proposed development at land west of the A43 for a hotel, restaurant or training and innovation centre. The land is safeguarded to provide ecological mitigation and an informal pocket park
- Ensuring diverted or rerouted footpaths preserve their accessibility and character. Around half of the landscape around the site will be publicly accessible amenity land

PRINCIPLES OF DESIGN

Sustainable and high quality design

- The development is sustainably designed to reduce water use and energy consumption during occupation
- Robust design and high quality materials that will exceed Building Regulations and secure 'very good' BREEAM rating as a minimum
- Design creating a strong identity throughout the development for occupiers

Building colours and textures

- Neutral colours including greys and graduated greens for the façade and roof
- Materials include colour-coated metal cladding with minimal articulation to provide simplicity
- The external building height will be a maximum of 18.5m

Site screening

- Landscaped areas with trees and shrub planting is used to naturally screen the development
- Earth mounding is used at key viewpoints to enhance screening, such as at Northampton Road

Illustrative view of rail infrastructure on completion, looking north

Illustrative view of screening at Northampton Road on completion

Illustrative view of a street scene within Rail Central on completion

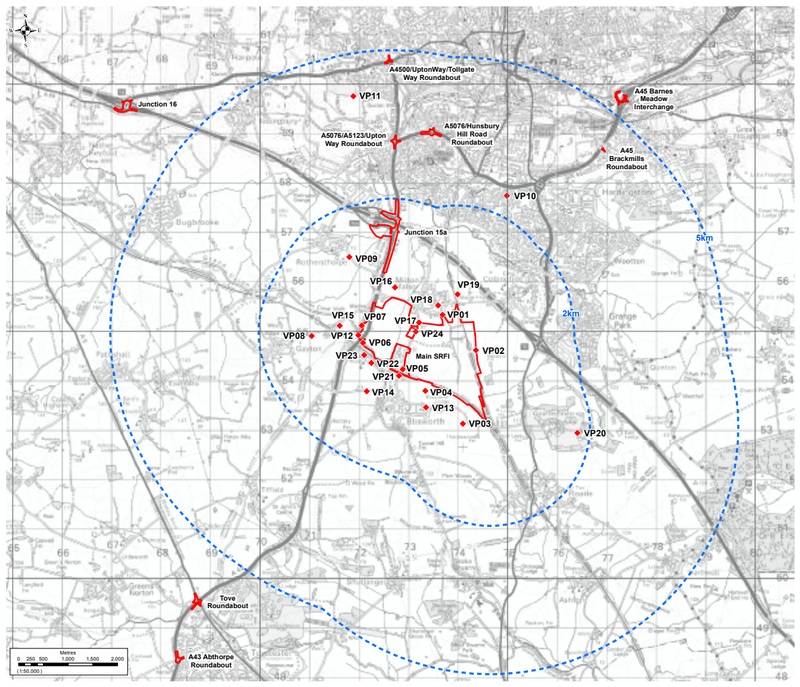
Photomontages

We have adopted landscaping, boundary and facade treatment to mitigate the visual effects of the proposed development.

We have assessed 24 viewpoints in and around the main SRFI site.

A range of visualisations have been developed based on the illustrative masterplan to indicate how the site could look from various viewpoints in year 1, year 7 and year 15, compared to the current view.

The PEIR, which has been published as part of this consultation, provides further details of how the visual impact has been assessed and the conclusions. This includes assessments of the residual effects on the landscape, local residents and residential areas, users of public rights of way and road users. This also explains how the maturing of the mitigation measures will help to soften the appearance and integrate the development into the landscape.



We have also assessed five viewpoints in and around J15A of the M1. The requirements for illustrative photomontages will be discussed and agreed with South Northamptonshire Council during the statutory consultation period. If the J15A photomontages are required they will be presented in the final Environmental Statement.

How Rail Central will operate

Rail Central Northamptonshire

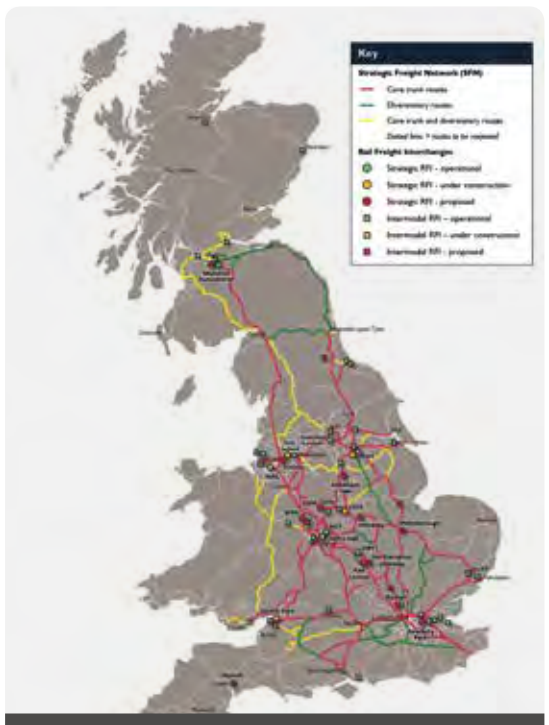
SRFIs are logistics and distribution hubs that efficiently manage the movement, processing and storage of freight travelling regionally, nationally and internationally.

They interchange freight from rail to road and vice versa. This:

- Encourages long-distance freight to use railways rather than roads
- Reduces congestion on the road network by using rail for the majority of its journey
- Reduces carbon emissions and helps to protect the environment and meet climate targets

The Rail Central team has engaged with Network Rail over several years to inform the development of the proposals and advance the project through Network Rail's feasibility assessments. Like all other SRFIs built to date, Rail Central will increase the number of trains gradually over time in line with customer requirements and network capability, starting with four trains a day and making use of off-peak and overnight capacity on the network. This will ensure there is no sudden spike in rail freight levels or congestion or disruption on the railway.

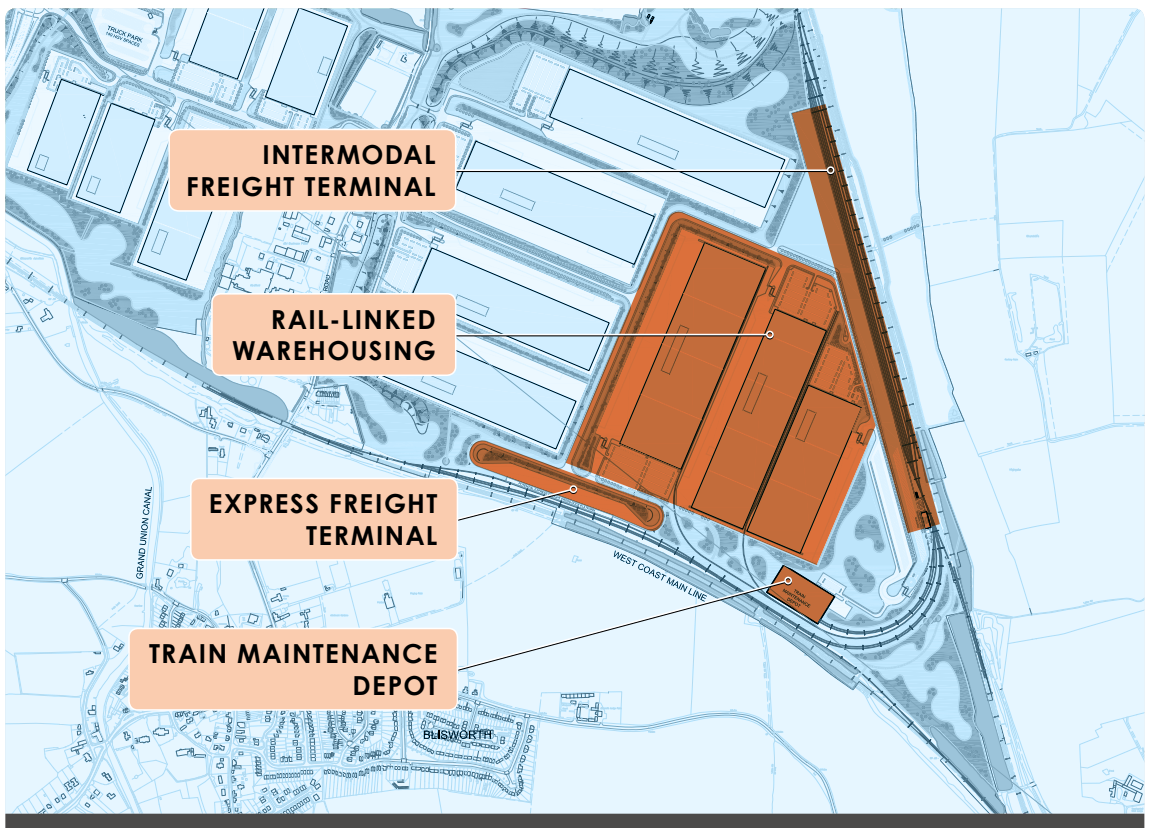
Rail Central will include an intermodal freight terminal on the Northampton Loop Line and an Express Freight Terminal on the West Coast Main Line, together with a train maintenance depot. At maturity the site could generate the equivalent of 13 intermodal trains in and out per day.



Key freight routes and interchanges

INTERMODAL FREIGHT TERMINAL

- Connected to the Northampton Loop Line and accessible from both directions
- Trains will pass directly into the intermodal terminal to facilitate fast turnaround of trains off the main line
- Trains up to 775m long (maximum UK length)
- Cargo transferred using six rail sidings and three gantry cranes
- Also allows transfer, storage and distribution of containers for other operators



Plan of key operating facilities at Rail Central

EXPRESS FREIGHT TERMINAL

- Uniquely for an SRFI, Rail Central will also include an express freight terminal
- Providing direct access to the West Coast Main Line
- Express freight trains will be able to access from both directions and pull in at faster speeds
- The terminal allows goods to be transferred quicker than traditional rail freight services

TRAIN MAINTENANCE DEPOT

- Rail Central will also have a centre that maintains and fuels freight trains off the main line
- It will also provide administrative and security facilities for staff and visitors

A typical journey for cargo arriving by rail:

This process can also work in reverse, with goods arriving by road, processed at the warehouses and sent out on freight trains

1. A large **freight train arrives**, moves off the rail line and into either the **intermodal freight terminal** or the **express freight terminal** for **processing**
2. The **cargo** is then **lifted from the train** by **gantry cranes or forklift trucks** directly onto tugmasters to **move to warehouses for storage and processing**
3. If leaving for **immediate distribution,** the **cargo** is moved **directly onto HGVs** for the final and shortest leg of the journey. **HGVs will arrive and depart to avoid peak hours on the road network as much as possible**

Highway connections

Rail Central
Northamptonshire

Overview

Managing access and highways connectivity are vital ingredients for a successful SRFI. The Rail Central proposals include a £26m programme of key road improvements to accommodate an increase in local traffic.

This will include amended junctions, extra lanes and new traffic lights, all of which will be funded by Rail Central.

The package of highway investments and transport solutions that form part of Rail Central's plans are the result of several years' work with Highways England (HE) and Northamptonshire County Council (NCC), including using the Council's new Strategic Transport Model (SATURN model), as well as conducting an extensive programme of surveys and technical assessments.

This work allowed us to forecast how much traffic Rail Central could create, evaluate which roads vehicles may use, and to subsequently plan improvements to the highway network to ensure traffic levels are managed effectively.

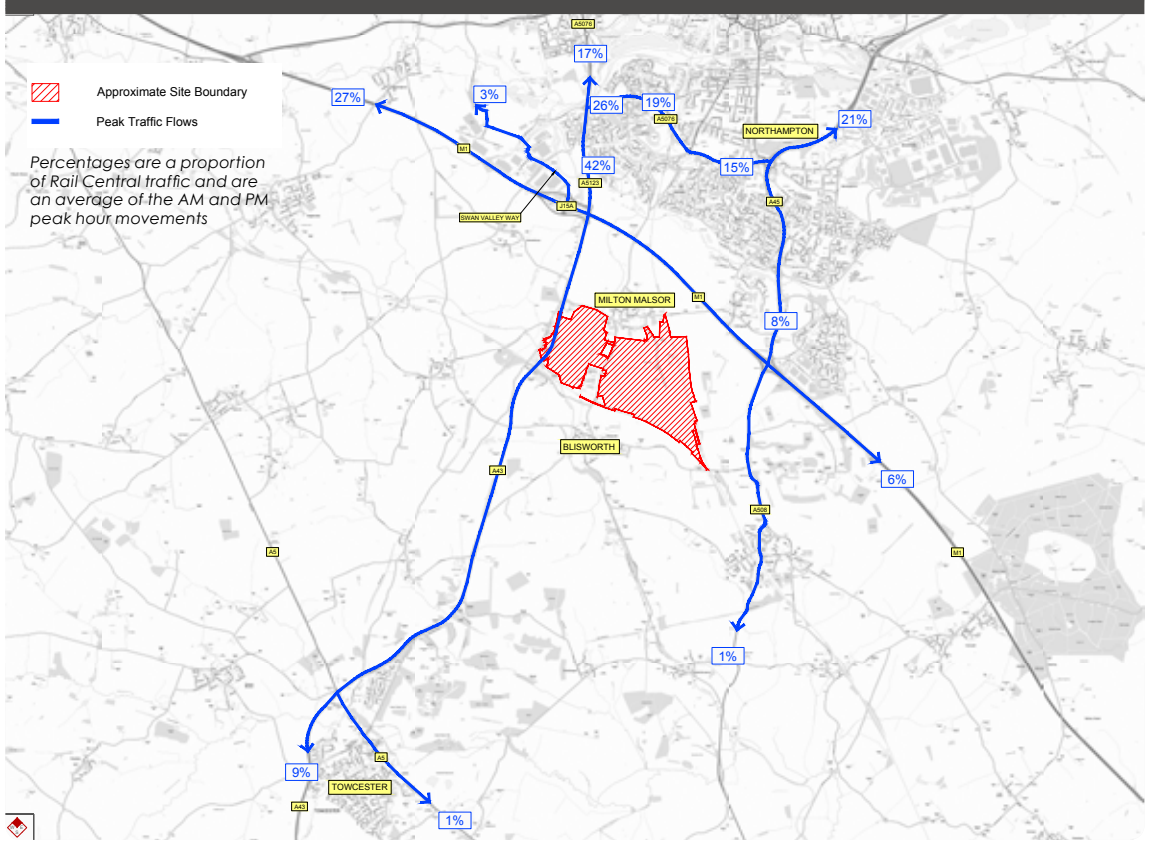
TRAFFIC MODELS AND ASSESSMENTS

To calculate the number and type of vehicle trips associated with Rail Central, we used the trip rates associated with East Midlands Gateway SRFI, and the GB Freight Model, which forecasts national freight movements. This was then applied to NCC's SATURN model.

This assessment showed where Rail Central may have an impact on the road network. This then determined what improvements would be needed.

The methodology and findings have been agreed with Northamptonshire County Council and Highways England.

Map showing the roads used by site traffic



Projected traffic movements throughout the day

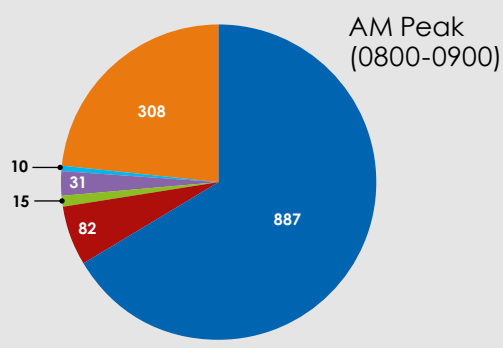
The assessments enable us to forecast the daily vehicle movements associated with the proposals. Over a 24 hour period, there would be an additional **21,823** total vehicle movements (into and out of the site), when fully operational.

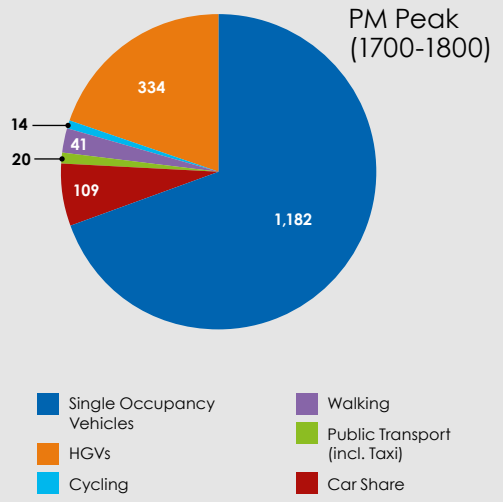
This includes:

6,688 HGV trips

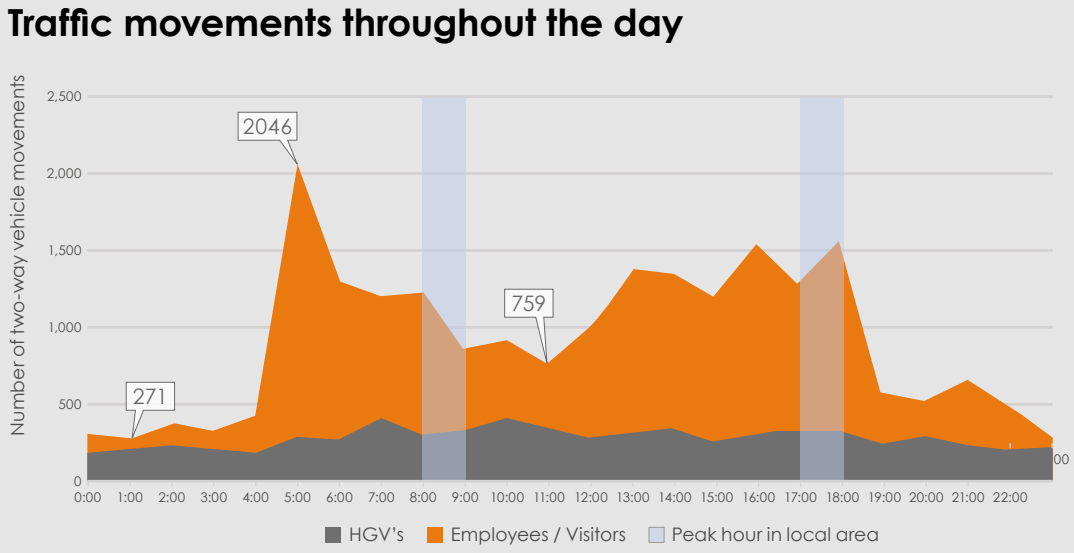
15,135 other vehicle trips

Peak hour person trips to and from Rail Central





Traffic movements throughout the day



Improving the local highway network

Rail Central Northamptonshire

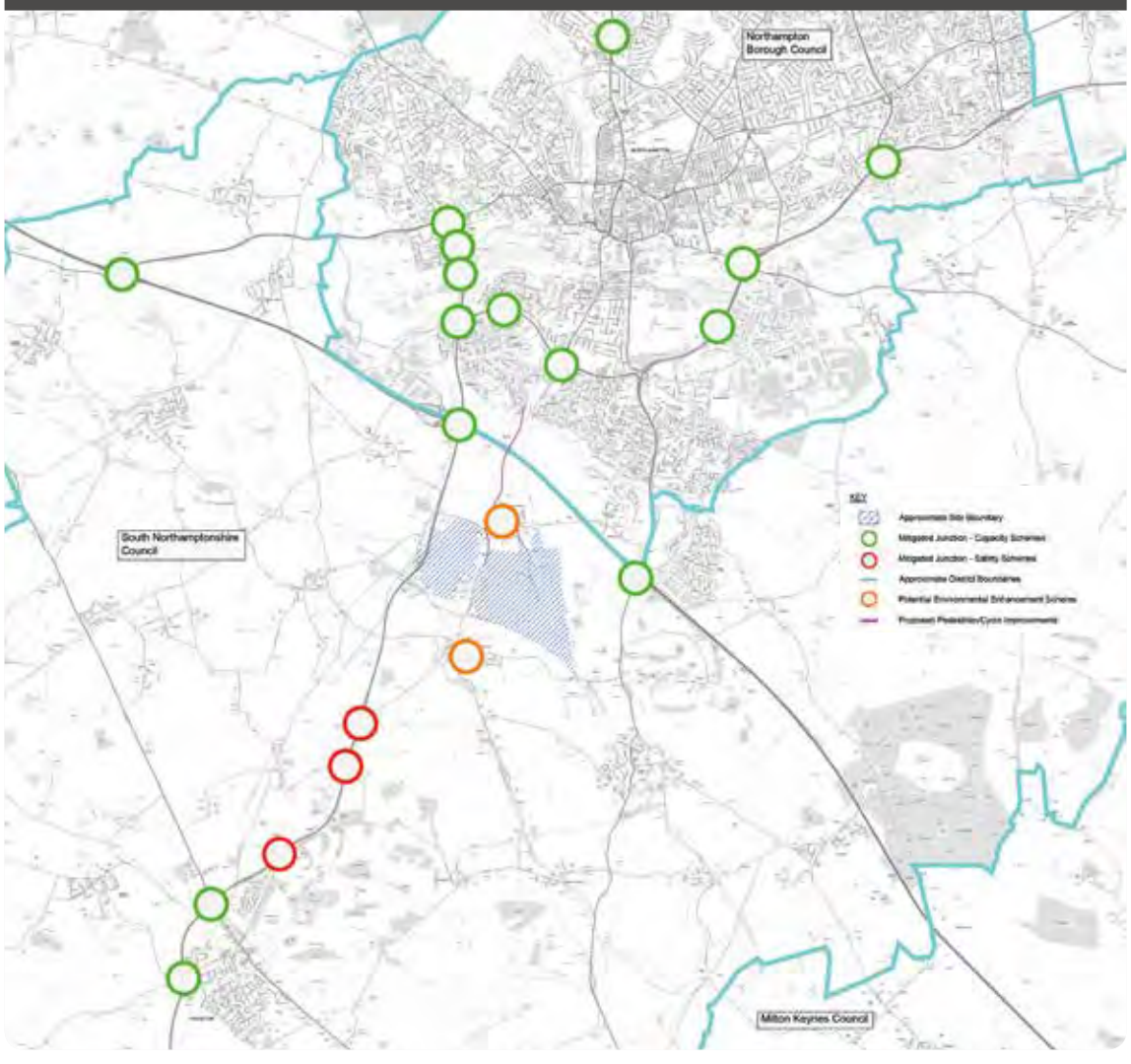
A large-scale highway improvement project would be undertaken as part of the delivery of Rail Central to ensure that the local road network can accommodate future traffic flows.

The investments will improve the capacity of 15 junctions. These works would ensure that motorists would continue to use the major road networks and not seek alternative routes on minor roads. In addition to this, we are also proposing works at two other junctions, and a potential financial contribution towards a third, for road safety improvements. A separate NSIP application is required for J15A, due to the scale of our proposals.

The programme of improvements has been designed following rigorous assessments and modelling, the principles of which have been agreed with Highways England and Northamptonshire County Council. The proposed improvements are designed to mitigate the impact of Rail Central on the operation and safety of the highway network, but by their very nature, would also provide an overall benefit to existing road users.

Further details of transport analysis and junction improvements can be found in the draft PEIR and highway plan packs published as part of this consultation.

Plan of regional road improvements



MAJOR JUNCTION IMPROVEMENTS

In addition to our work on junction 15A of the M1, we are proposing changes to 15 junctions within the local and wider area to improve the capacity of the network. Most are minor in their form, but the more significant changes are to:

Tove roundabout
(A43 / A5, Towcester)

- Redesigning to provide an enlarged roundabout, with additional lanes on the A5 North and A43 South approaches

Abthorpe roundabout
(A43 / Brackley Road, Towcester)

- Existing lanes on the Brackley Road approach and A43 exit will be realigned and an additional lane will be added to the A43 North approach

JUNCTION 15A, M1

Significant changes are proposed at Junction 15A. This means the proposed work is an NSIP in its own right. The changes would **increase capacity at the junction** by:

1. **Expanding the roundabout on the north (ie Northampton) side of the M1 with additional lanes**
2. **Redesigning the roundabout on the south (ie Towcester) side of the M1 with a new and more effective configuration, including a free flow movement on the A43 southbound**
3. **Adding a new bridge over the Grand Union Canal (on the south side of the M1) creating dualled and separate carriageways for vehicles entering and leaving the M1. This work will include signalising the junction as part of improving capacity and making it more efficient**

CGI of proposed J15A changes

Access and connectivity

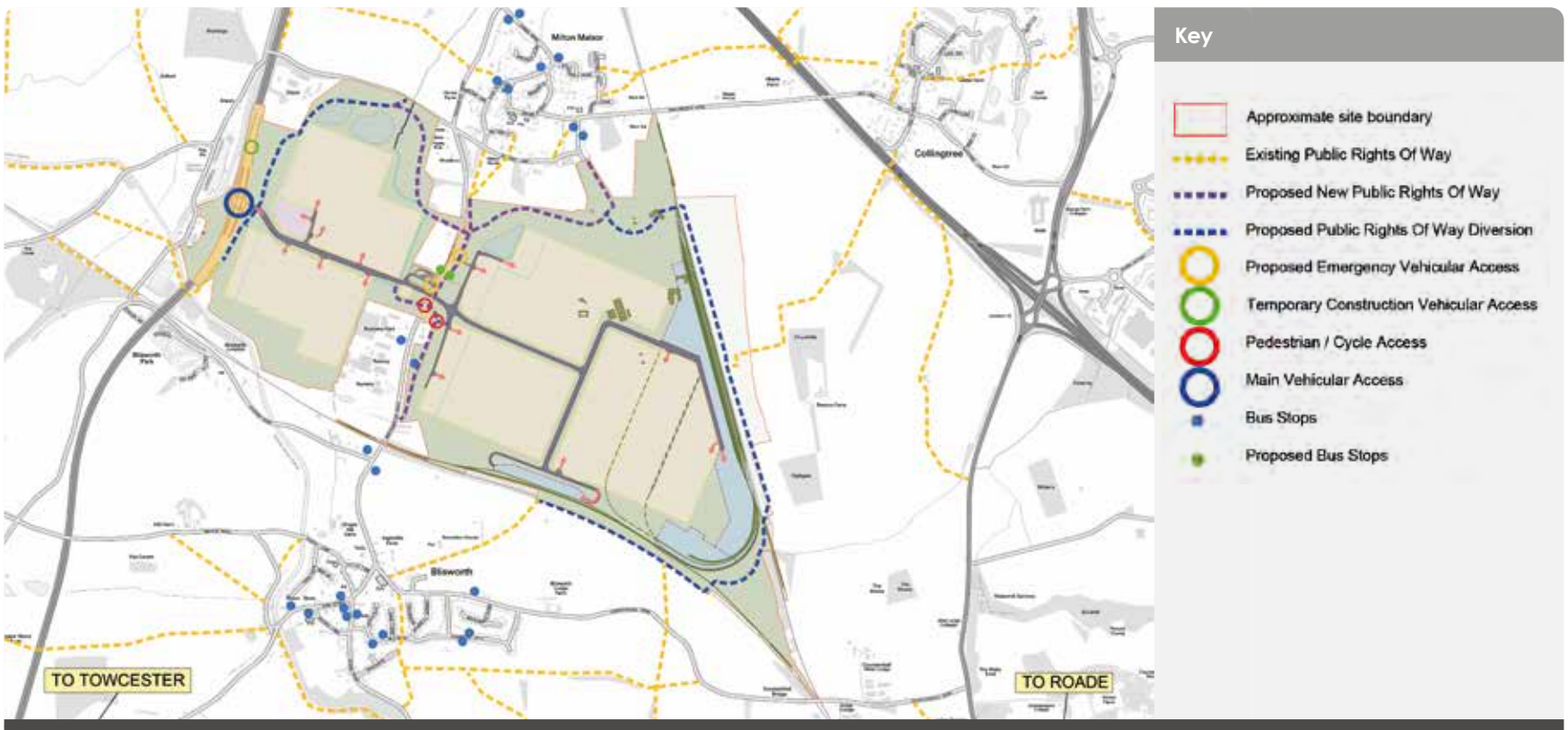
Rail Central Northamptonshire

Overview

All site vehicles will enter via an access point on the A43. There will be no access for site traffic from Northampton Road and there will be an underpass connecting the east and west sections of the site. There will be an access point from Northampton Road for, and fully controlled by, emergency services. This will likely operate as a bollard system.

Pedestrians and cyclists will access the site from Northampton Road, with public transport encouraged by improving bus stops on Northampton Road and funding a higher frequency bus service. There will also be an internal bus interchange facility provided adjacent to Northampton Road.

An internal network of vehicle, pedestrian and cycle routes will provide access throughout the site, linking the new rail interchange to individual warehouse units and the A43.



Proposed access points and routes at Rail Central

IMPROVED FOOTPATHS AND A NEW CYCLE WAY

Rail Central would invest in off-site pedestrian and cycle routes that will improve connectivity and access between the main site, the surrounding villages and the southern edge of Northampton. The investments will see:

- Widening of existing footways and provision of new infrastructure to provide a combined footpath and cycleway along Towcester Road to the north of the site
- A new footpath on the corner of Towcester Road / Rectory Lane, with a dropped kerb crossing point
- The footway along Barn Lane to Collingtree Road junction widened

Illustrative view of vehicle access from the A43

NORTHAMPTON ROAD UNDERPASS

An underpass will be constructed below Northampton Road so that vehicles can connect to and move around the site without entering or crossing the road. Here is an illustration of how it could look:

PARKING – HGV

There will be around 1,773 lorry parking spaces dispersed throughout the site for loading. There will be a strict arrival and departure process in place whereby HGVs are allocated an arrival time so that vehicles do not wait around for loading or congest roads. This will also be assisted by the provision of a lorry park facility on-site, should vehicles arrive early for their allocated delivery slot.

PARKING – STAFF

Staff parking will be provided for 5,846 cars and 246 motorcycles. In addition, there will be 2,105 cycle spaces. A Travel Plan will be implemented to reduce the number of traffic movements, including measures to encourage car sharing, walking, cycling and public transport use,

Managing local impact

Rail Central Northamptonshire

Overview

The impact Rail Central might have on existing local residents was one of the common issues raised at the Phase One consultation.

Since then, the team has conducted extensive surveys and other investigations on issues such as noise and light, which are particularly important for a development that will operate 24/7. This work has helped to inform an overall strategy that seeks to minimise the impact the development will have on existing local communities in Milton Malsor, Blisworth and the surrounding area through various mitigation plans.

In addition, we have developed our approach to how existing footpaths will be diverted to help maintain attractive walking routes across the site.

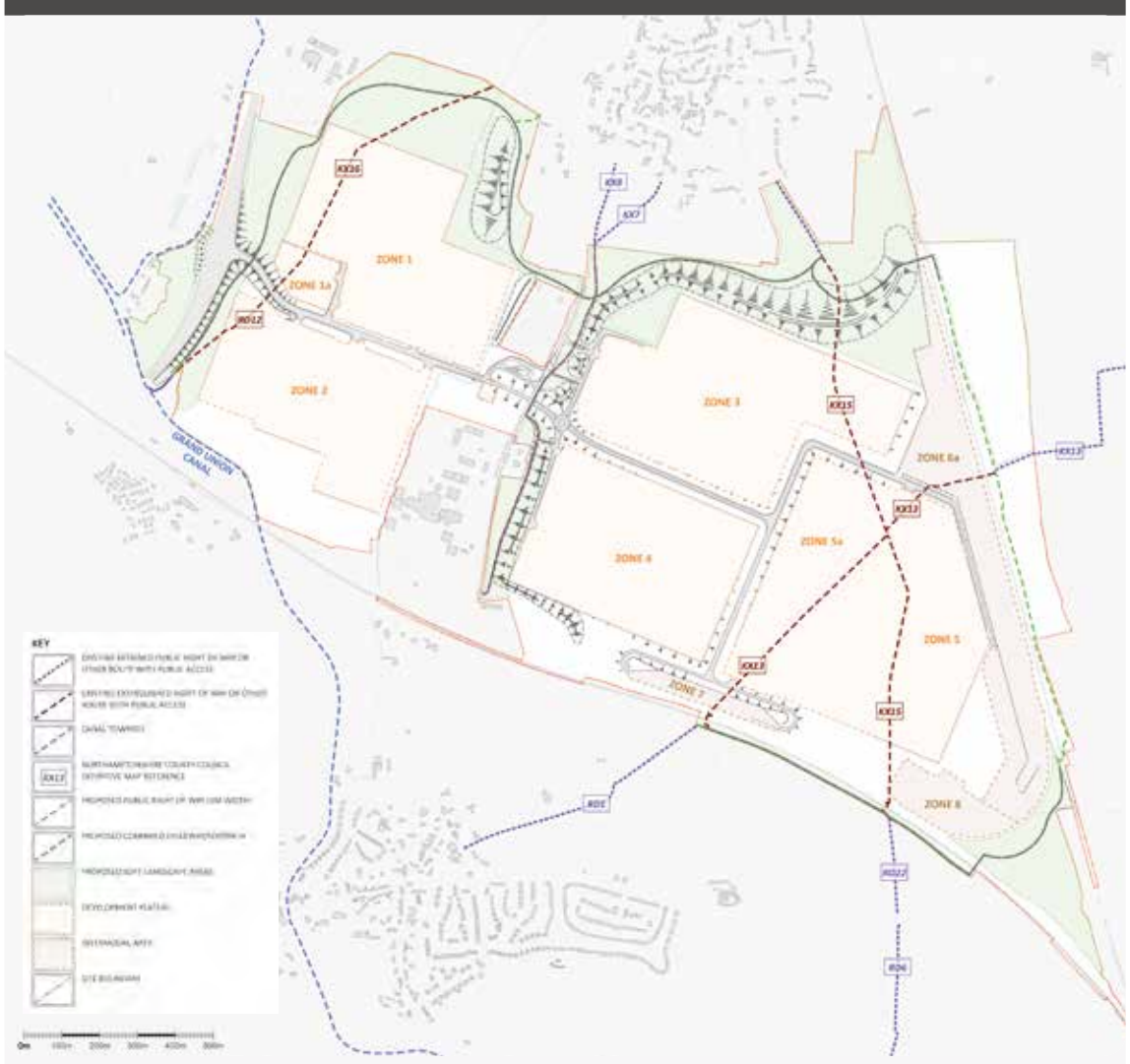
Other local impacts, such as highways and views, are covered on separate panels and detailed further in the PEIR and Non-Technical Summary, which have also been published as part of this consultation.

FOOTPATHS

As part of the plans, three existing footpath routes across the site will be diverted to retain connections between Blisworth, Milton Malsor, Collingtree and the Grand Union Canal. Blisworth and Milton Malsor will be linked by a new footpath and cycleway that will provide an off-road link through landscaped areas, adjacent to Northampton Road.

The route between Collingtree and Blisworth will be diverted around the eastern edge of the site, while the link between the canal and Milton Malsor will run around the western edge within a landscape corridor. This footpath will form a new link into the diverted footpath running between Milton Malsor and Collingtree.

Plan showing proposed footpath diversions



NOISE

Our studies show that noise from the site is unlikely to be heard by residents in Milton Malsor and Blisworth during the daytime, although activity from the intermodal platform might be heard during particularly busy periods.

At night the noise may become more recognisable as road traffic decreases, however it is not expected to be significant in the villages of Milton Malsor and Blisworth.

The levels expected at night will be similar to those found in a quiet suburban area. Extensive acoustic screening and bunding (earth mounds) are incorporated into the scheme in order to reduce the level of noise being heard.

LIGHT

As Rail Central would operate 24 hours a day and 7 days a week, external lighting would be carefully structured and managed to minimise glare towards residential areas, light spill and sky glow.

The detailed specifications will be determined at a later date.

Further details and plans of the noise and light assessments and mitigations are available in packs at this exhibition.

MANAGING CONSTRUCTION

The construction of Rail Central is due to start in 2019, subject to planning. The development will be built in phases, starting with the access road from the A43 and staff compound, followed by the internal roads and intermodal rail connection facility. Construction is scheduled to take ten years with the first warehouses opening in 2021.

A Construction Environmental and Management Plan (CEMP) will be produced, detailing how construction will be managed to minimise the local impact. All access will be from the A43 and no traffic will be allowed to use village roads. Further details are available in the draft PEIR, which is available as part of this consultation.

Investing locally: Community benefits

Rail Central
Northamptonshire

Responding to national need, Rail Central is also being designed to deliver investment locally. We want to maximise the opportunities for Rail Central to contribute at a local and regional level.

8,100 JOBS
IN FULL OPERATION

COMMITMENT TO
SKILLS & TRAINING:
PARTNERSHIPS
AND ON-SITE TRAINING
INITIATIVES

£169.1m
CONTRIBUTION TO
SOUTH NORTHAMPTONSHIRE'S
ECONOMY
EVERY YEAR

EMPLOYMENT & TRAINING

Rail Central would be a major employer. It would generate significant new jobs both in construction and during operation. The logistics industry is a dynamic and important part of the regional economy and provides a wide range of skilled roles and opportunities for career development. More information is available in the socio-economic chapter and headlines of this include:

- **Approximately 410 full time equivalent** (FTE) jobs every year during the 10-year **construction period**
- Approximately **8,100 FTE jobs at full operation**
- Support around **12,400 FTE jobs directly and indirectly**
- **Commitment to skills and training:** Rail Central will work with occupiers, further education, higher education and training providers to develop effective partnerships and training initiatives. We will fund programmes and we will support schemes that provide local people with the knowledge of, access to, and the skills needed to be part of the logistics industry and benefit from the wide range of skilled jobs on offer. As part of this outreach, Rail Central would offer an **on-site training facility** to support the running of training initiatives. This would link in with a wider network of opportunities and training on offer through Gazeley GLP's Logistics Institute of Technology Hub initiative.

LOCAL ECONOMY

Rail Central responds to Government policy and business need. It will also deliver valuable financial and economic benefits locally. Operation of Rail Central will add:

- **£555.6 million in GVA to the national economy** each year, including a **£169.1 million contribution to South Northamptonshire's economy**
- Around **£14.8 million in business rate revenue each year,** of which South Northamptonshire Council is currently able to retain half (£7.4 million)

LOCAL AMENITY INVESTMENT

We have looked at how we can directly or indirectly benefit landscaping and local amenities. Some aspects are within our control (e.g. our approach to substantial landscape screening and planting throughout the main site) and we are also proposing initiatives for off-site and wider benefits. These include:

- **A substantial financial commitment for an off-site landscaping fund:** this could be drawn down by individual householders and property owners and provide a way to finance planting off-site. This additional planting and landscaping could further reduce visual impact from the development
- **A new footpath and cycleway** providing an off-road link between Blisworth and Milton Malsor through landscaped areas
- **An on-road footpath and cycleway along Towcester Road** to the southern edge of Northampton
- **A total of £26m invested in local highway improvements,** including at Junction 15A of the M1
- **New local bus services** for use by employees accessing Rail Central and the general public, providing better overall transport services within a sustainable travel plan

This list is not exhaustive and additional initiatives are being explored.

WIDER BENEFITS – WHAT DO YOU THINK?

In addition to the benefits listed above, we want to explore other ways through which Rail Central can deliver benefits locally and more broadly. We're interested in your views and please use this consultation to give us any ideas or recommendations you may have. This could, for example, involve initiatives linked to education, to community facilities, to landscape and public spaces or to heritage. Please use the comments section of the feedback form to let us know. There is the potential for Rail Central to fund or help deliver wider benefits that can be linked to the development.

Next steps

Rail Central Northamptonshire

Thank you for viewing the draft plans for Rail Central. Consultation is an important part of the planning process and we welcome your comments and feedback.

All feedback should be in writing and must be submitted by 11.59pm on Monday 23 April 2018. Any feedback received after this date may not be considered.

Giving your feedback

You can give your feedback by:

- Filling in a **feedback form** at this public exhibition (you may either complete it and submit it at the event, or send to us by Freepost)
- Visiting the project website **www.railcentral.com** and completing an online feedback form
- Sending an email to **railcentral@camargue.uk**
- Sending a letter or feedback form to **FREEPOST Rail Central**

Alongside the information on these panels, we are publishing a series of documents and packs that provide further detail on the plans as part of the consultation. These are available to view at this exhibition, at deposit locations in the local area and on the project website.

All feedback will be recorded and considered, along with technical matters, before finalising the plans and submitting the Development Consent Order (DCO). Feedback will be reported in the Consultation Report, which will be submitted with the application.

Next steps

Following this consultation on the details of the proposed project, we intend to submit our final plans (known as a Development Consent Order, or DCO application) to the Planning Inspectorate, the government body responsible for considering NSIP applications, later this year.

The body will then review the application and an independent inspector will carry out an examination and make a recommendation to government who will make the final decision on whether consent should be granted or refused. Once accepted, the timescale for examining and determining DCO applications is set by legislation at around 15 months.

Early 2018
Phase Two consultation – including additional public consultation

2018
Submission of application

2018-19
Planning process including public examination

2019
Earliest potential start of works

2021
Potential first occupiers

2029
Earliest potential completion of construction

FURTHER QUERIES

If you would like to keep up to date with the progress of the plans, please visit the project website. For any further queries, either email us at **railcentral@camargue.uk** or call **0845 543 8967**.