Draft Alternative Site Assessment

The Rail Central Rail Freight Interchange and Highway Order 201[X]

Stage 2 Consultation Draft (March 2018)

Regulation 5(2)(q)

Turley

Contents

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1. Introduction

1.1 Ashfield Land Management Limited and Gazeley GLP Northampton s.àr.l. intend to apply for a Development Consent Order (DCO) for a Strategic Rail Freight Interchange (SRFI), referred to as Rail Central at land at Arm Farm, Milton Malsor in South Northamptonshire (the Rail Central site).

1.2 The draft Alternative Site Assessment (ASA) provides a preliminary assessment of alternative sites that have been considered in selecting the Rail Central site. This draft ASA establishes a preliminary area in which it is appropriate to search for an alternative site, sets out the search criteria to assess potential sites and assesses the suitability of alternative sites.

1.3 A SRFI is a large rail served distribution park linked into both the rail and strategic road systems, capable of accommodating the large warehouses necessary for the storage, processing and movement of goods for manufacturers, retailers and end consumers. The aim of a SRFI is to optimise the use of rail in the freight journey by maximising rail trunk haul and minimising some elements of the secondary distribution journey by road, through co-location of other distribution and freight activities and by adopting locations close to centres of demand. Thus, an SRFI has specific locational requirements.

1.4 It is not, however, the purpose of this draft ASA to seek to justify the detailed suitability of the proposed development in its own right. The suitability of the proposed site from a planning and environmental perspective is assessed in detail within the draft Planning Statement , Preliminary Environmental Information Report (PEIR) and draft Design and Access Statement . Further information on alternative layouts of the proposed SRFI is provided within the Environmental Statement (ES) (in accordance to the Environmental Impact Assessment (EIA) Directive).

1.5 In addition, further information on the design evolution and alternative iterations of the proposed development is provided in the draft Design and Access Statement. There is no formally prescribed process or methodology for undertaking an ASA, and the process should be adapted to the characteristics of different projects. The method used in this assessment reflects the national planning policy requirements set out in the following section and the specific operational and locational needs of a SRFI.

Purpose of the Assessment

1.6 This Chapter sets out the process undertaken by the Applicant in considering potential alternatives to the proposed development. The EIA Regulations[1] require the ES to outline the main alternatives studied by the applicant and an indication of the main reasons for the applicant's choice, taking into account the environmental effects. As the project benefits from a scoping opinion issued under the 2011 Regulations, this consideration of alternatives is based on the requirements of those Regulations.

[1] The Infrastructure Planning (Environmental Impact Assessment) Regulations 2009 as amended by the Infrastructure Planning (Environmental Impact Assessment) (Amendment) Regulations 2012 and the Consequential Amendments Regulations 2012

1.7 However, the approach required by the 2017 Regulations[2] differs slightly in that it asks for a description of the reasonable alternatives studied by the applicant, which are relevant to the proposed development and an indication of the main reasons for the option chosen, taking into account the effects of the development on the environment. This statement is also sufficient to address the requirements of the new Regulations.

1.8 Furthermore, the assessment includes information designed consider Best and Most Versatile (BMV) agricultural land and to perform the sequential test for flood risk.

1.9 This report also satisfies any policy requirements to consider alternatives pursuant to the National Policy Statement for National Networks (NPS)[3].

Background and General Approach

1.10 The application proposes a Strategic Rail Freight Interchange (SRFI). Recent applications for SRFI's have included an assessment of alternative sites. These studies have been reviewed and their findings and approach adapted to suit the current situation on the the Rail Central site.

1.11 The assessment of alternatives has been undertaken in two main stages. These stages link directly to the consultation process undertaken for the proposed Application.

1.12 For the Stage 1 consultation, an Assessment of Alternatives was included in the first phase Preliminary Environmental Information Report (PEIR). The methodology adopted was simple and focussed on considering sites that local interest groups, stakeholders and the public had suggested could be possible alternatives.

1.13 It also included sites that had been shortlisted in the assessment undertaken for the DIRFT III, as these are potential rail freight sites already identified within relatively close proximity to the Rail Central proposal. The report of that exercise is provided at Appendix 1 of this report.

1.14 This assessment has been undertaken to supplement that earlier exercise. It adopts a more rigorous but consistent approach, using a defined methodology.

1.15 It is based on a GIS mapping exercise, including mapping proximity to road and rail infrastructure and constraints mapping. Potential sites have then been identified and scored against a common matrix. The methodology applied and the results of this search are set out in the subsequent sections of this Assessment.

[2] The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017
[3] See paragraphs 4.26 and 4.27

2. Need

2.1 The starting point for an assessment of alternatives is to understand the need that the proposed development is seeking to meet. This helps to frame the extent of the exercise, in terms of both geography and the opportunities available to satisfy that need.

2.2 The NPS sets the context for consideration of need in this case. It notes that Need for SRFI's is driven by a combination of[4]:

- The changing needs of logistics industry
- Rail freight growth
- Environmental factors, primarily reducing carbon emissions and removing freight from the UK's roads
- Economic benefits, including job growth

2.3 Government's vision is to achieve a low carbon sustainable transport system that is an engine for economic growth that is safer and improves quality of life in our communities. The transfer of freight from road to rail has an important part to play in a low carbon economy and therefore helping address climate change[5].

2.4 In order to achieve the transfer of freight from road to rail, a network of SRFI's is needed across the regions[6]. The alternative options to address the drivers of need set out in the NPS at Table 4 are considered to be neither viable nor desirable[7]. There is considered to be a compelling need for an expanded network of SRFI's[8].

2.5 Capacity for SRFI's also needs to be provided at a wide range of locations, to provide flexibility[9] but given the locational requirements of SRFI's the number of locations suitable will be limited, which restricts the scope to identify viable alternative sites[10].

2.6 NPS recognises that SRFI's need to be located alongside major rail routes, close to major trunk roads and close to the urban areas that consume the goods being moved[11].

2.7 The DCO Application will be accompanied by a Market Demand Report. This has recently been commissioned in response to an operator partner (Gazeley GLP) becoming joint applicant for the Rail Central site. As explained further in this report, the Market Demand Report will be finalised for submission and may further inform the approach taken in relation to this ASA and, should it be considered appropriate, a revised version of this document will be submitted as part of the DCO Application.

[4] See paragraphs 2.47 to 2.52 of the NPS
[5] Paragraph 2.53 of the NPS
[6] Paragraph 2.54 of the NPS
[7] Paragraph 2.55 of the NPS
[8] Paragraph 2.56 of the NPS
[9] Paragraph 2.58 of the NPS
[10] Paragraph 2.56 of the NPS
[11] Paragraph 2.45 and 2.54 of the NPS

2.8 It is clear that National Policy establishes the need for a network of SRFI's across the Country in locations which have access to road and rail infrastructure and the markets they are intended to serve. This means that different regional geographies need to be supplied and there is no policy based restriction on the number of SRFI's required.

2.9 The need context set out above provides important context for any consideration of alternative sites as clearly the delivery of a single SRFI will not meet the objectives of government policy (as set out in the NPS) or meet existing and emerging demand. It follows therefore that the NPS does not require applicants to demonstrate that their sites are the best of the available alternatives. Provided that other sites are capable of meeting the requirements of NPS, this report does not seek to "discount" or "reject" such alternatives. The key issue for this, or any SRFI site which is subject to an application, is whether what is proposed accords with the NPS or not.

3. Options Appraisal

3.1 The NPS requires all projects to be subject to an options appraisal[12], but makes clear that it is not necessary for the examining authority to reconsider this process, as opposed to satisfying themselves that this assessment has been undertaken. Footnote 61 acknowledges that investment decisions on SRFI's will be made in the context of a commercial framework. This SRFI project is privately funded and is not subject to any funding bid or process that requires a formal Options Appraisal Report to be prepared as part of the business case to secure public funding. NPS notes that the appraisal should consider viable modal alternatives.

3.2 A number of potential options exist to meet the need for a network of SRFI's. These are:

(a) The no development scenario;

(b) Focussing on road only distribution schemes;

(c) Relying on existing SRFI's

(d) Relying on more, smaller rail freight interchanges

(e) Alternative sites as considered in the remainder of this assessment, and;

(f) Alternative forms of development on this site.

3.3 These are considered further below.

(a) The no development scenario

3.4 This is not an option. The NPS confirms that the overriding government objective is to shift freight from road to rail to help reduce transport's carbon emissions and provide economic benefits[13]. The NPS establishes there is a compelling need for an expanded network of SRFIs throughout the country and that "SRFI capacity needs to be provided at a wide range of locations, to provide the flexibility needed to match the changing demands of the market." A no development scenario would also not meet the identified need for a network of SRFI's across the UK, and would leave freight movements on the strategic road network, with the associated greater level of emissions and cost of delays caused by congestion.

3.5 In terms of Rail Central, this option would not result in any environmental change and would leave the Rail Central site in productive agricultural use. However, it would have major opportunity costs in the form of unrealised economic and job growth opportunities.

(b) Focussing on road only distribution schemes

3.6 This option has similar disadvantages to the no development scenario. The economic benefits of growth in the logistics industry would be secured, but this would be in a manner which is, relatively speaking, less environmentally acceptable. NPS recognises[14] that even with significant road infrastructure investment, forecast freight levels would lead to increasing congestion at

[12] Paragraph 4.27 of the NPS
[13] Paragraph 2.40 of the NSNN
[14] Table 4: Options to address need, paragraph 2.55

ports and on the road network, and lead to increased transport related carbon emissions. It recognises that a modal shift to rail needs to be encouraged and that this will require investment in the rail network and having suitable freight terminals to serve the growing need.

3.7 This option is not considered to be an acceptable option as it would not meet policy objectives and would result in a less environmentally acceptable alternative being adopted

(c) Relying on existing SRFI's

3.8 NPS recognises that while small parts of the country are served by existing SRFIs, relying on the existing network of rail freight interchanges to manage demand is neither a viable nor desirable option, concluding: "perpetuating the status quo…is simply not a viable option"[15]. Road congestion would increase, ports would have increasing difficulties moving goods inland causing congestion and both costs and delays for shippers. This would constrain economic growth, investment and job creation.

Figure 3.1: Proposed and Operational SRFI Sites

3.9 This option is not considered to be an acceptable option as it would not meet policy objectives, would have significant economic opportunity costs and would result in a less environmentally acceptable alternative being adopted.

[15] Table 4: Options to address need, paragraph 2.55

Relying on more, smaller rail freight interchanges

3.10 Whist this would achieve a modal shift to rail, smaller RFI's would not have the capacity or efficiency to deal with forecast levels of freight growth. NPS recognises that smaller RFI's have a place in the network of rail freight interchanges, but that they cannot provide the scale, efficiencies and the related business facilities and linkages offered by SRFI's[16].

3.11 In order for the rail network to operate efficiently, larger SRFI's are required in addition to smaller rail freight interchanges or single rail served warehouses. Each of these has a role to play in removing traffic from the road network and can deliver economic opportunities and environmental benefits compared to a road only solution. However, to be efficient, these types of rail freight facilities must operate together and the SRFI's have a key role to play in bulk handling of goods and clearing port capacity.

3.12 This option is a partial solution but would still have economic dis-benefits in terms of port congestion and effects on costs to shippers. This option is not considered to be acceptable as it only deals with part of the reason for the policy requirement for a network of rail freight facilities, and therefore doesn't meet the policy need in full.

Alternative sites

3.13 Within the assessed catchment area, there are a small number of alternative sites for a SRFI which are considered later in this report. The methodology adopted shows that Rail Central is amongst the best locations in the East and West Midlands for a SRFI.

3.14 However, there is an identified need to secure a modal shift to rail and there is a need for many more SRFI's and other rail served developments to be delivered in order to achieve a network of rail freight infrastructure. This has potential to encourage greater use of rail for distribution activity across the UK, through greater accessibility to rail freight services and markets.

3.15 There is no limit to the number of rail freight sites that can be given development consent in policy terms. In market terms, operator requirements are the key driver, against a wider market where the vast majority of the current warehousing stock has no prospect of rail access. A greater availability of space and improved connectivity between rail infrastructure and its markets will serve to encourage operators to make more use of these facilities, with the commensurate environmental benefits compared to a road only option. Indeed, at a national level, newer SRFI facilities are emerging to fill identified gaps in the national network and clusters are beginning to form. Examples of SRFI emerging to deliver a network of sites include:

- iPort Doncaster, serving the east of Yorkshire and Humberside, with Wakefield Europort serving the west of the region;
- Port Salford, serving the Greater Manchester conurbation of the North West, between Widnes 3MG serving the Liverpool conurbation to the west and Wakefield Europort to the east;
- East Midlands Gateway (EMG) to serve the area north of DIRFT and south of iPort/Wakefield Europort;

[16] Table 4: Options to address need, paragraph 2.55

- East Midlands Intermodal Park, serving the area between East Midlands Gateway, the North West, Yorkshire & Humberside;
- West Midlands Interchange, serving the Black Country, mid-Wales and the rest of the area between the Midlands and North West;
- Radlett and Howbury Park, serving London and the South East; and
- Rail Central and/or Northampton Gateway serving the area south of DIRFT and Northamptonshire.

3.16 The emergence of clustering reflects the experience of continental Europe, the scale of demand for SRFI in specific locations and major markets reflecting the success of the concept, e.g.:

(i) Hams Hall SRFI and Birch Coppice SRFI – less than 10km apart

(ii) East Midlands Gateway SRFI and East Midlands Distribution Centre RFI – less than 3km apart; and

(iii) DIRFT I, II and III (within which 4 separate RFI facilities effectively compete for business), to be supported by an emerging cluster of Rail Central and/or Northampton Gateway

3.17 The success of these co-located SRFI is not accidental; it is a direct response to meeting demand and growth in rail freight accessibility in the markets they intend to serve. It also echoes the pattern of road-served distribution parks which also exist in clusters around major highway intersections (e.g. motorway junctions).

3.18 This is largely being achieved by new occupiers and businesses within those markets utilising rail freight (which is fully consistent with the policy objectives of the NPS) rather than diverting rail freight traffic from elsewhere. Indeed, it would be impractical, and against the grain of the NPS, for customers to rely upon remote facilities elsewhere to meet its own freight requirements.

3.19 The need for a network (and co-existence) of SRFI and the need to be located near the target markets, rather than relying on existing or remote facilities, is supported by survey data made available as part of the case for the application for the expansion of DIRFT.[17] The survey illustrates how an SRFI operates in serving large scale warehousing. The survey work identified that the destination of outbound lorry movements emanating from the main RFI facility on site to their first destination from the rail terminal, demonstrating that:

- 27% of this rail-related traffic stays on site (i.e. goes to warehousing within DIRFT itself), emphasing the need for large-scale warehousing on site;
- 16% bound for the nearby Magna Park distribution park;
- 11% to Northamptonshire and 4% to the remainder of the East Midlands.

3.20 The information also identifies that 65% of these rail-related HGV trips from the rail terminal at DIRFT travelled 10 miles (15km) or less to their first destination.

[17] DIRFT Need Report, NLP, page 63, October 2012

3.21 While certain occupiers in regional and national distribution centres will travel beyond a 10 mile catchment area the survey evidence only underlines the need for a network of SRFIs to serve major conurbations (particularly in strong logistics areas such as Northamptonshire) and for SRFIs to be located in areas that will maximise rail freight traffic and minimise the secondary distribution leg by road, in accordance with the NPS[18].

3.22 The alternatives assessment is not designed to be an exclusive exercise. It seeks to identify sites which are suitable for rail freight use and to undertake a comparative exercise. This demonstrates that Rail Central is a suitable and acceptable site for this activity and has no major impediments to being delivered being located within a high demand area for logistics and proximate to a large pool of existing occupiers that could utilise Rail Central alongside the on-site occupiers.

3.23 The intention is not to exclude other sites which could also form an appropriate part of the network of SRFI's either now or in the future.

Alternative forms of development

3.24 There are other potential development scenarios for the Rail Central site. These include:

- A rail freight terminal of lesser extent
- A non- rail connected / served logistics development
- Residential or other non-employment related development

3.25 The non-rail related development options have not been pursued, primarily because they will not meet the established need for a network of SRFI's across the UK. Whilst there is strong residential demand, this need is addressed elsewhere through the local policies, and a release of the Rail Central site for residential would not maximise the functional and locational benefits of this site.

3.26 In the case of a reduced scale of development on this site, this option would not maximise the opportunity from creating such a development. Furthermore, the position of the railway infrastructure relative to the strategic highway access means that creating a smaller development should naturally occur around the rail infrastructure. This would create the need to provide significant new access infrastructure without providing the development associated with that infrastructure which would provide its funding. This option therefore represents an opportunity cost and creates a potential project viability issue.

3.27 Consideration has also been given to alternative layouts of the selected form of development. These were considered as part of the iterative process of site design and environmental assessment and are included in the draft Design and Access Statement. These early iterations of the masterplan are not presented in detail in this report as they add little to the consideration of options and represent the fine detail of the evolution of the current scheme[19].

3.28 However, there are key factors which have guided the general form of the development. These fixed parameters are:

[18] Paragraph 2.44 of the NPS
[19] Site masterplan options can be viewed in the draft Design and Access Statement

- the locations at which rail connections can be achieved, both on the main line and the Northampton Loop;

- the location at which access to the strategic road network can be achieved, on the A43; and

- the need to cross the old Northampton Road.

3.29 These elements of the development are fixed and are all essential elements of the proposed scheme. These dictate the general extent of the development as well as factors such as the location of the intermodal and express freight facilities and the positioning of the directly rail connected units to the eastern side of the site. The difficulties of securing a rail link to the western side of the site, past the old Northampton Road also dictates the positon of the rail served properties to the western side of the site. These parameters have therefore heavily influenced the general form and nature of the proposed development and each of the alternatives has had to work within these limits.

Options appraisal conclusion

3.30 This options appraisal has considered high level alternatives to pursuing the type of development proposed in the application. Many of these options are discounted in the NPS as they will not contribute towards meeting the policy need for a network of SRFI's.

3.31 It is considered that the reasoning that sits behind discounting those options as the basis for national policy, apply equally well to the site specific consideration in this document. There are fundamental and strategic difficulties with not seeking to meet the need for a network of SRFI's established in the NPS. These are essentially environmental and economic costs, which suggest that significantly enhanced rail freight provision in the UK is the best solution to ensuring continued economic prosperity and reducing the environmental burden of society's current need to move bulk freight to the UK and around the UK.

3.32 The Rail Central site is considered to be an excellent opportunity to provide a high quality, 'next generation' rail freight development that will contribute to the UK's ultimate aim of securing a network of rail freight infrastructure. In this context, and as explained within the draft Rail Operations Report, its potential has been recognised by Network Rail which maintains a programme (in parallel with developments such as HS2) which focuses on seeking to respond to forecast growth in passenger and freight traffic through capacity enhancement.

3.33 Network Rail forecasts reflect the assumed delivery of new SRFI. Rail Central is included in the quantum of floorspace and sites on which the aggregate forecast is based.[2] It is these forecasts which underpin the NPS which states that these forecasts should be accepted for planning purposes (paragraph 2.49). As the NPS explains at paragraph 2.58, SRFI capacity is needed at a wide range of locations to match the changing demands of business. If this is not achieved, the NPS forecasts will not be met and wider government policy objectives on the economy, mobility and sustainability will be hindered.

[2] Page 15, Network Rail Freight Market Study, October 2013

4. Methodology

4.1 This assessment has adopted a methodology based on the locational criteria for SRFI's which are described in the NPS[20]. The locational criteria described include the following key factors:

- Proximity to major urban centres and supply chain routes;
- Good road access;
- Adequate links to the rail network;
- Loading gauge of W8 or more;
- Capability to accommodate longer trains of 775 metres in length;
- Avoiding environmentally sensitive areas, defined as being residential areas or National Parks, the Broads and AONB's, taking into account the possibility of mitigation;
- Other environmental considerations such as flooding and agricultural land;and
- Availability of a workforce.

4.2 The methodology adopted is based on a defined area of search, availability of key infrastructure and mapping constraints. Ultimately, the methodology is based on a map based constraints "sieving" exercise over the East and West Midlands, which is the core of logistics activity in the UK and a strong central location where all of the UK can be served within the driver working limits set by the Working Time Directive.

4.3 The exercise focusses on many of the key constraints confirmed in the NPS and reiterated above, including proximity to motorway junctions, rail gauge, train length and environmental and key policy constraints. The "sieving" identifies any areas of land that are considered to be environmentally sensitive. These areas were subsequently removed from the process and hence the scoring mechanism used (see below) does not focus on the environmental constraints and instead constraints on proximity to sensitive uses and the potential to mitigate any effects.

4.4 Once areas of search based on these criteria were identified, further elements of suitability were introduced and the sites compared for appropriateness as an SRFI. This has been done using a scoring matrix across a range of factors, including more details based on the NPS criteria as well as more practical matters.

4.5 This methodology is considered to be an appropriate means of standardising the approach to site assessment, and to ensure that a consistent outcome for each site is achieved. However, as it is a tool designed to standardise, it naturally has limitations in its ability to be used for fine grained comparison. For this reason the assessment is also supplemented by a qualitative review once a shortlist of sites has been selected.

4.6 The approach to each stage of the process is outlined below.

[20] Paragraphs 4.84 to 4.89

Stage 1: Area of Search and Sieving

4.7 This stage began with defining an area of search.

4.8 The initial exercise undertaken for the first round of public consultation reviewed the most obvious options in the immediate local area of the site, as well as reviewing the most suitable SRFI sites in the wider East Midlands area, through a sieving and checking exercise, and informed by the extensive work undertaken by the DIRFT III Applicant.

4.9 The sites shortlisted in the DIRFT III analysis are relevant, given the proximity of DIRFT to Rail Central. However, the DIRFT Assessment exclusively reviewed areas of the East Midlands Region.

4.10 Rail Central is located at the southern edge of the East Midlands. However, given the likely national catchment for goods arriving at and departing from a SRFI site in the Midlands, it is considered that, for robustness and ahead of the completion of any final Market Demand Report, the wider Midlands is an appropriate catchment area for this preliminary analysis. This is a proven area of focus for the logistics industry as it offers excellent accessibility to the whole of the UK within reasonable drive times.

4.11 The catchment area is shown on Plan 1 at Appendix 2

4.12 Having defined a suitable and broad catchment area, the "sieving" exercise was undertaken.

4.13 This sieving exercise focussed on a GIS based approach to mapping key infrastructure and environmental constraints. The following factors were mapped using data from data.gov, Historic England, Natural England, Environment Agency and GIS software:

(i) 5km distance from Motorway Junctions[21].

This ensures that the sites selected for review accord with the NPS criteria of having good road access and being capable of accessing the supply chain routes and major urban areas which are likely to be the ultimate destination of many of the goods handled by the development. The 5km threshold has also used by previous alternative sites assessment undertaken for previous/existing SRFI proposals including Howbury, Radlett, DIRFT and West Midlands Interchange.

It is not considered appropriate to consider the potential to create new motorway junctions, owing to both the cost associated with such an intervention rendering SRFI projects unviable. There are also significant time-scales associated with the delivery of new motorway junctions and, unless expressly identified in Local Plans to facilitate strategic growth or programmed, there is a Department of Transport's presumption against the construction of new junctions[22]. No new motorway junctions are currently proposed in the search area.

(ii) 5km distance from railway lines.

This ensures that the sites selected can accord with the NPS criteria for having adequate access to the rail network. While a 5km threshold has been adopted, it

[21] Defined as being motorway standard through DfT Circular 02/2013
[22] See DfT Circular 02/2013

is acknowledged that that this is a conservative approach as it is likely that identified sites towards the fringe of this range are unlikely to pose realistic and viable alternatives for the market to exploit. The 5km threshold has also used by previous alternative sites assessment undertaken for previous/existing SRFI proposals including Howbury, Radlett, DIRFT and West Midlands Interchange.

(iii) Rail Gauge of W8 and above[23] and contiguous track able to accommodate a 775m train.

This ensures that the sites selected can accord with the NPS criteria for having a suitable loading gauge and the ability to accommodate longer trains.

(iv) Environmental designations based on www.magic.gov.uk datasets.

This ensures that the sites selected can accord with the NPS criteria for avoiding environmentally sensitive areas.

4.14 These datasets were used to identify locations where there is a combination of good access to the strategic road and rail networks, with no or limited environmental constraints. This included reviewing existing Green Belt boundaries. It is recognised that the national need for development weigh in favour of NSIPs, even if this would result in the loss of existing local designations, including Green Belt land. Notwithstanding this, in this preliminary Assessment it is recognised that there are numerous alternative sites that would not require the loss of Green Belt land. Therefore, land identified as being within the Green Belt was sieved out in the early stages, identified as being inferior, in policy terms, to non-Green Belt designated land.

4.15 The outputs were used to further reduce the area of search. The next stage was to review the more detailed mapping to determine site boundaries which had the potential to offer train access with limited effects based on the physical infrastructure in the area, including roads, housing and other sensitive uses, canals, etc. This exercise was based on the professional judgment of the Applicants team.

4.16 Once the sites had been identified, topographical data, flooding data, agricultural land classification and environmental constraints data was used to inform the site specific assessment.

4.17 Following this, workforce availability data, in the form of jobseeker's allowance (JSA) applicants and economically inactive people looking for a job[24], was obtained for the local authority area in which the site sits, and the immediately adjoining local authority areas. These were added to the qualitative discussion of the site scoring as a measure of whether labour availability would be likely to be a constraint to achieving a successful SRFI.

Stage 2: Site Assessment

4.18 Sites identified through the sieving process were combined with the sites identified in the initial alternatives assessment in April 2016. These sites were then subject to a qualitative analysis, focussing on the following factors:

- Proximity to a motorway junction;

[23] Based on manual logging of the routes using Network Rail information
[24] Both taken from ONS data (Appendix 10)

- Access to rail network;
- Vehicle access routes;
- Site size;
- Site shape;
- Topography[25]; and
- Proximity to and potential effects on residential or other sensitive land uses.

4.19 For each identified site, local plan and land use designations were identified and each was scored using a sliding scale of -2 to +2. This scale was appropriate given the level of information available relating to potential sites and the specific NPS and NSIP thresholds which influence individual banding. Addressing the sites with a more finely grained scale would have required additional assumptions to be made, bringing in potential inaccuracies in grading and ranking. The sliding scale utilised is presented below:

Score	Performance
2	Very High
1	High
0	Neutral
-1	Low
-2	Very low

4.20 The scoring criteria for each of the factors noted above is set out in Table 2.1 below:

[25] Site size, shape and topography were included because in addition to the factors set out in the NPS they are practical issues which affect; whether a site can accommodate a SRFI, which has a defined minimum size in the Planning Act; whether a critical mass of development can be achieved which is both viable and likely to generate the economic benefits of clustering similar uses together around a common rail facility; whether the site can accommodate large floorplate buildings which for both practical and institutional investment purposes need to be large, rectangular and have large yard areas; and finally topography is important as a level access needs to be achieved for the rail connection.

Table 4.1: Scoring Matrix

Score	Performance	Proximity to Motorway Junction	Access to Rail	Vehicle Access Routes	Site Size	Site Shape	Topography	Sensitive User Residential Amenity[26]
2	Very High	Up to 1km from junction	Access to more than one W10 gauge route section	Access to motorway all on A Class Road, no need to pass through residential areas	200Ha+[27]	Large regular blocks of land capable of accommodating multiple large floorplate buildings. Long straight areas adjacent to rail line to allow multi-modal	Largely flat site with little or no earth working required to achieve level rail access for intermodal facility	No sensitive properties nearby.
1	High	1-2 km from junction	Access to W10 gauge route section	Access to motorway largely on A Class Road, but some using lower class roads.	100-199Ha[28]	Fairly regular site, with long straight areas adjacent to rail line	Largely flat site with ability to achieve level rail access for intermodal facility with limited earth working	Physical development distant from sensitive properties, with potential for visual and noise screening.
0	Neutral	2-3 km from junction	Access to W8/9 route section, but close to W10 with no bridge structures between site and W10 route	Access to motorway mostly on lower class roads.	60-99 Ha[29]	Fairly regular site ability to secure suitable rail access to provide intermodal facility	Sloping or hilly site but retains ability to achieve suitable rail access subject to moderate / large scale earth works	Physical development close to sensitive properties but adequate opportunities to screen for significant noise and visual effects
-1	Low	3-4 km from junction	Access to W8/9 route	Access to motorway	40-59	Irregular site with	Sloping or hilly site	Physical development

[26] Sensitive users have been defined as housing, care homes, hospitals, residential institutions. Sensitive areas were screened out by the sieving methodology.
[27] Meeting NSIP threshold and broadly comparable to successful SRFI DCO applications, e.g. DIRFT III and EMG
[28] Meeting minimum NSIP threshold, but with limited numbers of units and smaller than recent successful SRFI DCO applications, e.g. DIRFT III and EMG
[29] Meeting minimum NSIP threshold, but with limited numbers of units and significantly smaller than recent successful SRFI DCO applications, e.g. DIRFT III and EMG.

Score	Performance	Proximity to Motorway Junction	Access to Rail	Vehicle Access Routes	Site Size	Site Shape	Topography	Sensitive User Residential Amenity[26]
			section, with distant access to W10 gauge with no bridge structures between site and W10gauge route	mostly on lower class roads, including the need to pass through residential areas.	Ha[30]	ability to accommodate intermodal facility	with levels difference between site and frail infrastructure than requires major earth works to achieve rail access.	close to sensitive properties and limited opportunities to screen for significant noise and visual effects
-2[31]	Very low	4-5 km from junction	Access to W8/9 gauge route, with bridge structures between site and W10 gauge route	Access to motorway mostly on lower class roads, including the need to pass through significant residential areas, or more than one community.	Under 40 Ha[32]	Irregular site with no ability to accommodate multimodal access	Sloping or hilly site, with major levels difference between site and rail infrastructure that will not allow suitable rail access to be achieved.	Physical development close to sensitive properties with no opportunities to screen for significant noise and visual effects

[30] Not an NSIP, but meeting minimum size criteria set out in Strategic Rail Authority RFI Policy document (March 2004)
[31] Any sites that are identified as being scoring Very Low in the matrix have been sieved out of the process and not considered any further as they are subject to an absolute constraint that would curtail their operation as an SRFI
[32] Not an NSIP, only capable of accommodating 1 large unit

4.21 The rankings used in the scoring matrix have been devised as follows:

- Proximity to a motorway junction

The distances selected are banded to reflect the desirability of logistics operators to be very close to motorway junctions. Most modern logistics developments aim to be almost directly on junctions. Further distance adds costs in mileage and emissions. The distances bandings are designed to reflect this general principle.

- Access to Rail

This is designed to directly reflect the requirement in the NPS to have access to W8 or greater rail infrastructure. However, W10 is the ideal gauge as this gives the best flexibility to accommodate all container sizes with no obstacles. This scoring includes provision for exceptional sites, like Rail Central, where access to more than one W10 line is available. It also provides for different scenarios where lower grade access is available with differing levels of ease of access to the W10 network, including obstacles such as bridges which may impede container size and / or ability to upgrade the line in the future. The “sieving” exercise has allowed the longlisted sites to be limited to only those sites which can accommodate full length trains.

- Vehicle access routes

The scoring used allows for a subjective assessment of the route taking into account factors such as the class of the road and whether the best access route would need to pass through a more sensitive community or not. This approach takes into account the NPS requirement to demonstrate good road access.

- Site size

The site size criteria are based on whether the site could accommodate an NSIP scale SRFI project or would only be suitable for a smaller RFI. The scoring favours larger scale sites, which are equivalent to recent SRFI NSIP projects, as this scale of development is being actively pursued by commercial developers and thus demonstrates viability. This scale of development also offers the best opportunity to maximise the economic benefits and economies of scale of the development, compared to the associated costs of creating new rail connections and providing the necessary infrastructure to deliver an SRFI. The scoring reflects the lesser efficiencies and economic contribution of smaller NSIP SRFI projects and favours larger scale strategic options as these would be the sites that would offer a reasonable alternative to the application site.

- Site shape

The scoring reflects the physical nature of large scale rail freight development, including the need to be able to accommodate multiple large scale rectangular buildings and with the availability of straight sections of railway suitable to accommodate an intermodal area.

- Topography

The scoring reflects the nature of the site and the effect of topography on the ability of the site to achieve a rail connection. The scoring favours those sites which are relatively flat and have flat areas adjacent to the railway. Sites which have topographical constraints which inhibit their ability to achieve a rail connection attract the lowest scores.

- Proximity to and potential effects on residential or other sensitive users

The effects on residential amenity and other sensitive users have been considered on the basis of general proximity and the potential for the development to introduce screening against the common effects of a large scale SRFI development.

4.22 Each of the identified sites was scored using the performance matrix. Each identified site was scored against each of the criteria and a total score calculated.

4.23 At this stage, analysis of available workforce was included in the qualitative section. This data was included as an indication of whether there is likely to be such a shortage of labour that an SRFI would not be able to be supported by local labour. This was measured on a relative basis. Using the site area, the amount of development that could be supported on the site was calculated and then the number of employees that would generate was calculated. This requirement was compared to the number of economically active people looking for work. If the number of employees generated by the development would exceed the available labour force, this was highlighted as being an additional issue to be taken into account alongside the scoring.

4.24 It is recognised that this local available workforce calculations has limitations, the labour need for an SRFI site will grow over the lifecycle of the development. Whilst the total workforce provision will not be required immediately from the outset of the development. Furthermore, it is likely that the jobs are available, these may be accommodated wider than the established catchment area. Notwithstanding its limitations, the assessment still offers a measured means of differentiating between the sites.

4.25 The available local workforce was calculated using the following formula:

- 40% of Site area in Hectares (representing a 40% development density, common in large scale logistics schemes), multiplied by 10,000 (to convert to sqm), divided by 95 (employment density for a national distribution centre in the HCA employment density guide, 3rd edition November 2015) or
- 0.4 x Ha x 10,000 / 95 = job generation or
- Specific information/data has been used if available (i.e. for the proposed Northampton Gateway SRFI)

4.26 This method provides an estimate of job generation which allows comparison to the local labour pool.

4.27 Following this, further qualitative analysis was used to check rankings using professional judgement. The purpose of this was to ensure that the scorings had produced a reasonable reflection of whether the scheme was suitable for use as a SRFI. Any adjustments made to the

overall ranking of the site as a result of this stage is clearly differentiated in the analysis section which provides a finer grained consideration of specific sites.

Stage 3: Assessment of previously short listed sites

4.28 This stage involved undertaking a review of the initial alternatives assessment work undertaken and scoring the sites identified as having rail access potential. This was undertaken to ensure that every site considered by the applicant has been scored against a consistent framework.

4.29 Sites which have no direct rail connection have been discounted and are not analysed further. However, sites which are capable of gaining rail access have been scored.

Stage 4: Assessment of Rail Central

4.30 This stage scored Rail Central against the common scoring matrix, to allow comparative analysis to sites considered in Stage 3.

Stage 5: Comparative Assessment

4.31 Once each site had been allocated a total score, the site scores were tabulated and ranked.

4.32 All the sites were then considered qualitatively to address any limitations inherent in the scoring approach, alongside the Rail Central site. A professional judgement was made on the performance of each site and an overall comparative assessment made with the Rail Central site against the site selection criteria.

Overview and Conclusions

4.33 This methodology was devised to locate potential SRFI sites in the East and West Midlands, which is the target market for the proposed development and the focus of logistics activity in the UK. The methodology also allowed for the inclusion of sites which were suggested by local residents as well as the highest scoring sites found in recent and comparable SRFI alternatives assessments.

4.34 The methodology filters out sites which do not meet key access requirements. It also filters out sites which have high level environmental constraints, in the form of national and regional designations.

4.35 The sites were identified with the objective of finding larger scale SRFI sites. Each stretch of suitable rail infrastructure was considered and the best sites identified.

4.36 These were assessed against common scoring criteria to ensure impartial rankings. These were checked using a further stage of pure qualitative analysis in order to “sense check” the results and ensure strong sites were not being unfairly disadvantaged by the methodology.

4.37 The sites were then ranked and comparatively assessed.

5. Stage 1: Sieving Results

5.1 This stage was primarily GIS based, with the mapped outputs provided at Appendices 2 to 9.

5.2 Plan 1 (Appendix 2) shows the catchment area for this preliminary assessment, comprising the East and West Midlands Regions.

5.3 Given the importance of motorway access to all modern logistic operations, Plan 2 (Appendix 3) shows the location of motorway junctions within these Regions and maps a 5km area of search around these.

5.4 Plan 3 (Appendix 4) overlays railway lines within this area of search. This has a limited effect on the area of search. However, rail freight uses need a loading gauge of at least W8 to function. Ideally, they will have access to W10 or W12 standard railways. These higher rail gauges offer better clearances and faster routes so that a variety of wagons can be utilised.

5.5 Plan 4 (Appendix 5) limits the area of search to those areas with stretches of W8 railway or above. This further reduces the area of search.

5.6 Plan 5 (Appendix 6) overlays key environmental designations taken from published government datasets[33] on the area of search. As this data is very detailed, Plan 5 is also shown across 6 sub-plans, Plans 5a to 5f.

5.7 Plan 6 (Appendix 7) shows the area of search further reduced by excluding the land constrained by environmental designations. It is also important to note that an ability to accommodate full length trains is also a key feature of a SRFI. A full length train is 775m long and SRFI should be capable, where possible, of handling 775m trains with on-site infrastructure configured accordingly. Plan 6 therefore highlights sections of rail track which are 775m long (including contiguous sections) which are both within the area of search and outside the environmental constraints. Sections of railway which are not long enough to handle a full length train have been excluded as sub optimal.

5.8 Plan 6 has then been split into 6 sub-plans, Plans 6a to 6f (Appendix 8), which show in more detail topographical constraints[34] and Flood Zones. Similarly, Plans 7-1 to 7-25 (Appendix 9) detail all of the agricultural land classification for each alternative site. In respect of agricultural land classifications, information has derived from Natural England resources and therefore only provides a broad interpretation of the classification. More detailed analysis specific to the site may indicate variations in this classification.

5.9 All of these plans have been used to identify sites for assessment as described in Section 2.

5.10 A series of site plans has then been produced which show each of the selected sites in their local context with all relevant constraints shown.

5.11 For each site, a commentary of the existing environmental designations or land-use allocation (if appropriate) is set out along with any identified planning permission and/or consent that have been identified.

[33] A full list of designations is provided at Appendix 6
[34] Using LIDAR data from the Environment Agency dataset, where this is available

6. Stage 2: Site Assessment

Sites identified through Stage 1 Sieving

Site 1: Wadborough Park Farm, near Stoulton, Worcestershire

6.1 This site is located some 6km to the south east of Worcester. It is 258Ha and has the following constraints noted in the sieving analysis:

- Cooksholme Meadows SSSI located adjacent to the north west boundary; and
- The majority of the central area of the site is identified as Grade 2 agricultural land, whilst some areas in the north are Grade 3.

6.2 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	0	Access from B4084 to J7 of M5 is approximately 2.5km
Access to Rail	0	W8 rail gauge rail route
Vehicle access routes	-1	Most suitable access route from B4084 north west to J7

Factor	Score	Notes
		of M5. Route passes through 2 small Hamlets on Whittington Road.
Site size	2	258Ha
Site shape	2	Large regular shaped site with straight
Topography	2	The site is flat by the rail line and slopes only around 10m across the width of the site. Capable of accommodating rail with little earth moving required.
Proximity to and potential effects on residential or other sensitive land uses	0	If farm purchased and demolished. Site close to Littleworth (300m), Stoulton (200m) and Hawbridge (280m), but opportunities exist to provide visual and noise screening.
Total	**5**	

6.3 In terms of labour force availability, the site is 258Ha, applying the formula at paragraph 4.24, the site could generate in the region of 10,863jobs. There are currently 22,900 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.4 In relation to local policy designations and planning status, the site has a number of Green Infrastructure policies, which seek to protect and enhance the landscape. A mineral safeguarding designation also covers much of the central area of the site. It is anticipated that these designations would not unduly restrict the development of an SRFI on the site. Furthermore, there are no relevant extant or current planning applications on the site.

6.5 This site scores well on size, shape and topography. However, it suffers from access to a lower gauge rail line, access via a “B” road and the need to drive past 2 small hamlets close to the motorway junction.

Site 2: Dairy House Farm, Grendon, near Tamworth

6.6 This site is located some 8km to the south east of Tamworth. It is 153Ha and has the following constraints noted in the sieving analysis:

- Small block of ancient woodland within the site boundary;
- The entirety of the site is categorised as being Grade 3 agricultural land;
- Area of Flood Zone 2 at northern edge of site, partly adjacent to rail sidings; and
- Scheduled Ancient Monument (Merevale Abbey) and Registered Park & Garden (Merevale Hall).

6.7 In addition there are two listed locks / basins on the canal which forms the northern boundary of the site, and a listed bridge which runs over the canal.

6.8 The scoring matrix has been utilised to produce the following results for this site:

Factor	Score	Notes
Proximity to a motorway junction	-2	4.8km to J10 of M42 from a potential grade separated access point on dual carriageway section of A5. 4km to second potential access point on Spon Lane (NE of site) which reduces the number of residential

Factor	Score	Notes
		properties passed.
Access to Rail	1	The site is bisected by the 4-track W10 gauge WCML route section, likely to require grade-separation of main line connections to avoid the need for flat crossings of up to 3 main line tracks by freight trains to/from the site.
Vehicle access routes	1	A5 access point all on A roads, but passes a number of residential properties. These are already likely to be heavily influenced by traffic effects on A5. Alternative route via Spon Lane involves B road access, but reduces the number of properties passed.
Site size	1	153Ha
Site shape	2	Regular shape with potential for long railway sidings and larger footprint buildings.
Topography	1	Relatively flat site, gradients cross rail line, but likely to be capable of being levelled.
Proximity to and potential effects on residential or other sensitive land uses	-1	Southern and western boundaries partially formed by residential properties. Immediately adjacent to Grendon. Potential for mitigation to be included but this is likely to be extensive to be effective and would significantly reduce development area.
Total	3	

6.9 In terms of labour force availability, the site is 153Ha, applying the formula at paragraph 4.24, the site could generate in the region of 6,442 jobs. There are currently 61,900 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.10 In relation to local policy designations and planning status, a small area within the centre of the site is designated as an Ancient Woodland. This could potentially curtail the developable area of the site. However, there are no policies that would entirely restrict the future development of the site. No relevant extant planning permissions or current planning applications have been identified.

6.11 This site scores well for its shape, but poorly for highways access and proximity and likely effects on residential properties. The 4-track nature of the WCML at this point (from west to east being northbound Slow Line, bi-directional Fast Line, bi-directional Fast Line, southbound Slow Line) would make at-grade access to the main line difficult to achieve (a similar arrangement at the proposed Radlett SRFI requires full grade-separation).

Site 3: Land adjacent to Birch Coppice, near Tamworth

6.12 This site is located some 5km to the south east of Tamworth. It is adjacent to the existing and successful Birch Coppice rail freight interchange. It is 165Ha and has the following constraints noted in the sieving analysis:

- Blocks of ancient woodland to the south and south west;
- The site is predominantly categorised as being Grade 3 agricultural land, aside from a small area within the north east of the site which is Grade 4 agricultural land; and
- Kettlebrook Local Nature Reserve to the north east.

6.13 In addition there are 4 listed buildings in Freasley, around Freasley Hall, and a further listed building at Hall End Farm, which adjoin the site.

6.14 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	2	Access could be taken off a new junction on the A5 within around 500m of J10 of M42. Alternatively, it may be feasible to make use of the existing Birch Coppice Business Park junction, just less than 1km from J10.
Access to Rail	1	The site is adjacent to a W10 gauge route. As noted below, topographical constraints limit the accessibility of the site to most of the available length of rail line.
Vehicle access routes	2	The site is adjacent to the A5, very close to the M42 with no need to pass through local communities.
Site size	1	165Ha
Site shape	-1	The site is irregular in shape owing to the presence of Freasley in respect of the site. Based on this, the available length of rail frontage, as well as the size of the site, it would appear difficult to accommodate a significant number of larger floorplate buildings as well as an intermodal facility.
Topography	1	The site is relatively flat at its southern end and it may be possible to achieve rail access at the point. However, the eastern boundary is dominated by the spoil mound, and so would need very significant tip relocation exercise to gain access to rail at this point. This is unlikely to be economic, so reliance

Factor	Score	Notes
		would need to be made on the southern area to gain access to the rail line.
Proximity to and potential effects on residential or other sensitive land uses	-1	The site is immediately adjacent to Freasley. With extensive screening, it may be possible to reduce the impacts of development on the site, although this would significantly reduce the available development area on a site which is already not an ideal shape for this type of use.
Total	5	

6.15 In terms of labour force availability, the site is 165Ha, applying the formula at paragraph 4.24, the site could generate in the region of 6,947 jobs. There are currently 61,900 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.16 In relation to local policy designations and planning status, the eastern and brownfield element of the site is designated as an 'Existing Industrial Estate' in the North Warwickshire Core Strategy. Satellite imagery indicates that trial trenching has been undertaken on the north western area of the site. Notwithstanding this, no relevant extant planning permissions or current planning applications have been identified.

6.17 This site benefits from excellent road access and good rail access. However, it suffers due to the shape of the site and its proximity to a residential settlement, the necessary configuration of the site would be sub-optimal for a SRFI and would not offer the same advantages as other potential sites compared in this assessment.

Site 4: Land between Hinckley and Nuneaton

6.18 This site is located some 2km to the east of Nuneaton and 3km south west of Hinckley. It is 345Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zones 2 and 3 along Sketchley Brook, Harrow Brook and River Anker; and
- The sites is predominantly categorised as Grade 3 agricultural land, with an area in the west of the site categorised as being Grade 2. Of the Grade 3 land, some of the northern area is sub-categorised with small areas being Grade 3a.

6.19 In addition, it is in the Rugby Green Belt and thus will play an important role in separating the two settlements.

6.20 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-1	Access could be taken off the existing A5 / A47 / B4666 roundabout. This junction is 3.9km from J1 of M69
Access to Rail	1	The site has a long straight stretch of W10 gauge route within the site.
Vehicle access routes	2	The site could take direct access off the A5, without the

Factor	Score	Notes
		need to pass through communities. It would pass adjacent to properties on the southern side of Hinckley, although are already likely to be highly influenced by traffic on the A5.
Site size	2	345Ha
Site shape	2	The site is regular with good opportunities to accommodate large floor plate buildings.
Topography	1	The site is relatively flat with gradients crossing the railway line. Suitable access should be achievable with limited earthworks.
Proximity to and potential effects on residential or other sensitive land uses	0	The site is located directly to the east of Nuneaton and to the south of Hinckley. As a result, the site has a number of residential properties along its north western and western boundaries; although given the size of the site it should be feasible to provide a good level of mitigation for noise and visual effects.
Total	7	

6.21 In terms of labour force availability, the site is 345Ha, applying the formula at paragraph 4.24, the site could generate in the region of 14,526 jobs. There are currently 35,200 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.22 In relation to local policy designations and planning status, Positioned across two local authority areas, the majority of the site is designated as Green Belt whilst a central area is regarded as a high risk of flooding. The site is therefore has some policy and fluvial constraints. No relevant extant planning permissions or current planning applications have been identified on the site.

6.23 This site has good vehicle access options and is of a suitable scale and shape to accommodate a SRFI. However, it is quite distant from the Motorway and would need considerable mitigation to ensure there were no effects on residential amenity.

6.24 In addition to the scoring undertaken in accordance with the set methodology, the site is in the Green Belt, which is a major policy constraint which must also be weighted up in the balance of considering this site. As the site plays a significant role in maintaining the separation between Nuneaton and Hinckley, it is likely to be an important area of Green Belt which should not be lost unless there are no other alternatives available.

Site 5: Land at Burbage Common, Hinckley

6.25 This site is located some 3km to the north east of Hinckley. It is 222Ha and has the following constraints noted in the sieving analysis:

- Adjacent to Burbage Wood and Aston Firs SSSI to the south;
- Adjacent to Burbage Common and Woods Local Nature Reserve to the south;
- The entirety of the site is categorised as being Grade 3 agricultural land; and
- Area of Flood Zone 2 at the northern end of the site.

6.26 In addition, there are several listed buildings to the north of the site.

6.27 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway	2 (see note below)	The site is immediately adjacent to J2 of the M69.

Factor	Score	Notes
junction		However, the best access route which doesn't involve a longer trip through either the urban area of Hinckley (c 10k) or Stoney Stanton (c 5km) would necessitate travel past two permanent residential caravan sites on Smithy Lane. This would involve a major upgrade at the B4469 junction. This location is very close to the Motorway roundabout and the area is highly constrained by woodland and residential caravan sites. Alternative access routes (c.5-10km to access J2) could be achieved at the north of the site although this area is similarly constrained by motorway embankments and a number of residential and commercial properties.
Access to Rail	1	Access to W10 gauge route. Part of the main line frontageis blocked by a Burbage Common Road which bisects the site. Adequate length can be accessed at the northern side of the site.
Vehicle access routes	2	Vehicle access routes to the site are outlined above. Information presented to the Planning Inspectorate (PINS) indicates the provision of a direct access onto the M69 junction.
Site size	2	222Ha
Site shape	2	The site is regularly shaped. There will be a need to cross Burbage Common Road, although it should still be

Factor	Score	Notes
		possible to accommodate large floorplate buildings.
Topography	2	The site is relatively flat and gently sloping by the rail line. Suitable access should be achievable with little earth working.
Proximity to and potential effects on residential or other sensitive land uses	0	There are a number of properties at the northern end of Burbage Common Road, that form the northern boundary of the site, as well as permanent residential caravans and lodges at the southern end. Both would be directly affected by any potential access solution with little scope for appropriate mitigation.
Total	11	

6.28 In terms of labour force availability, the site is 222Ha, applying the formula at paragraph 4.24, the site could generate in the region of 9,347 jobs. There are currently 38,100 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.29 This site scores well on scale, topography, proximity to motorway (see below) and rail access.

6.30 Whilst this site is adjacent to a motorway junction, no immediate access is currently available onto it and any SRFI proposals would need to undertake a major upgrade either at the northern or southern ends of the site.

6.31 In relation to local policy designations and planning status, no relevant extant planning permissions or current planning applications have been identified. However the intention to submit a DCO application for an SRFI has been registered with the PINS by DB Symmetry (Hinckley) Limited. Information presented on the PINS website states that the proposals are to include railway sidings and freight transfer area alongside the two-track railway between Hinckley and Leicester and a dedicated road access directly from junction 2 of the M69 motorway comprising the addition of a northbound off-slip and a southbound on-slip to this junction, which currently caters only for motorway traffic heading to and from the north.

6.32 Assuming the proposed vehicular access arrangements from the M69 are achievable and viable, the site scores well in the assessment.

Site 6: Land at Potters Marston

6.33 This site is located some 6km to the north east of Hinckley. It is 114Ha and is partially occupied by a Calor installation. It has the following constraints noted in the sieving analysis:

- Flood Zone 2 and 3 running in a corridor across the northern part of the site; and
- The entirety of the site is categorised as being Grade 3 agricultural land.

6.34 In addition there are a number of listed buildings in Potters Marston to the east.

6.35 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	The site is some 4.8km from J2 of the M69 motorway.
Access to Rail	1	There is a long stretch of W10 gauge route running along the southern boundary of the site.
Vehicle access routes	-2	Vehicle access to get the J2 would mean a circuitous route through Stoney Stanton passing a large number of residential properties before eventually accessing the

Factor	Score	Notes
		B4669.
Site size	1	114 Ha
Site shape	1	The site is triangular but should be able to achieve an intermodal facility and some larger floorplate buildings.
Topography	2	The site is relatively flat with flat land adjacent to the railway.
Proximity to and potential effects on residential or other sensitive land uses	0	The nearest properties are c.140m to the south of the site. Albeit the sensitive receptors are separated from the site by the existing railway line. There are reasonable prospects of implementing suitable mitigation against noise and visual effects.
Total	1	

6.36 In terms of labour force availability, the site is 114Ha, applying the formula at paragraph 4.24, the site could generate in the region of 4,800 jobs. There are currently 38,100 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.37 In relation to local policy designations and planning status, the site is designated as being in the Countryside and is located within a Hazard Consultation Zone for Gas and the Calor Site. No relevant extant planning permissions or current planning applications have been identified.

6.38 This site has good access to rail and good topography. However, road access is limited and there is potential for road access to cause significant amenity harm with little opportunity to mitigate.

Site 7: Land between Ladbroke and Bishops Itchington

6.39 This site is located some 9.5km to the south east of Royal Leamington Spa. It is 391Ha and has the following constraints noted in the sieving analysis:

- Area of ancient woodland in the centre of the site; and
- The site is predominantly categorised as being Grade 3 agricultural land, aside from a small area within the north west of the site, which is confirmed as being Grade 4.

6.40 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	This site is approximately 3.8km from J12 of the M40. However, that is a straight line distance. The most direct route is via Hambridge Road, a single land country road that passes under a railway bridge with a height restriction of 13ft 3inches. That route is approximately 5.2km. An alternative route exists via Deppers Bridge, and south through Bishops Itchington.

Factor	Score	Notes
		This route is 7.1km and involves the use of the B4451 and some single track country lane.
Access to Rail	1	The site has access to a long stretch of W10 gauge route.
Vehicle access routes	-2	As noted above site access by vehicle is by B roads and lower, passing through two residential communities
Site size	2	391 Ha
Site shape	2	The site is large and broadly rectangular with the ability to accommodate multiple large floorplate buildings and long flat areas adjacent to the railway line.
Topography	1	The site is generally flat, although has Weddington Hill in the central area. This is unlikely to affect the ability to get suitable rail access.
Proximity to and potential effects on residential or other sensitive land uses	0	The nearest properties are in the settlement of Ladbroke, c.120m to the west of the site boundary. Furthermore, the settlement of Bishop's Itchington is located c.450m to the west. Given the size of the site, it should be possible to mitigate significant amenity effects. The site access routes would however create concerns regarding impacts on amenity with little opportunity to mitigate traffic effects.
Total	2	

6.41 In terms of labour force availability, the site is 391Ha, applying the formula at paragraph 4.24, the site could generate in the region of 16,463 jobs. There are currently 22,400 people looking

for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.42 In relation to local policy designations and planning status, the site has no specific designations, however the settlement of Ladbroke, which is located directly adjacent to the north east is designated as a conservation area. Through high quality design, it is envisaged that the conservation area of Ladbroke will not be impacted by the proposals. No extant planning permissions or current planning applications are present on the site.

6.43 This site scores well on scale, shape and topography. However, there are major issues with site access and proximity to the motorway network.

Site 8: Land between Knightcote and Fenny Compton

6.44 This site is located some 14km to the north west of Banbury. It is 276Ha and has the following constraints noted in the sieving analysis:

- Area of Flood Zone 2 and 3 on the northern boundary; and
- The site is predominantly categorised as being Grade 3 agricultural land, aside from a small area in the north of the site, which is Grade 4.

6.45 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-1	The nearest motorway junction is J12 of the M40, which is 3.7km away using

Factor	Score	Notes
		Knightcote Bottoms (a single lane country road) for the majority of the distance and the B4451.
Access to Rail	1	The site has access to a straight section of W10 gauge route.
Vehicle access routes	0 (See note below)	The access route is via a single track country lane for around 3km that doesn't pass any houses.
Site size	2	276 Ha
Site shape	2	The site is roughly triangular, but is large enough to accommodate multiple large floor plate buildings and has straight lines adjacent to the railway.
Topography	2	The site is flat and has level ground adjacent to the railway line.
Proximity to and potential effects on residential or other sensitive land uses	0	The site is c.130m from the settlement of Knightcote. However, the site is large enough to accommodate suitable mitigation to ensure there are no significant effects on amenity.
Total	6	

6.46 In terms of labour force availability, the site is 276Ha, applying the formula at paragraph 4.24, the site could generate in the region of 11,621 jobs. There are currently 22,400 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.47 Whilst this site has been scored 0 as it accords with this definition in the scoring matrix, it is notable that a 3km access on a single lane country road is clearly not adequate for the main entrance route to an SRFI. This fact will considered further in the comparative assessment.

6.48 In relation to local policy designations and planning status, the site has no specific designations. There are no extant planning permissions or current planning applications on the site.

6.49 This site scores well on topography, scale, shape and rail but its performance in practical terms will be significantly limited by site access considerations.

Site 9: Kilsby North

6.50 This site is located some 5km to the south east of Rugby. It was also identified in the DIRFT III Alternative Site Assessment as site 6 Kilsby North. It is approximately 238 Ha.

6.51 The site is predominantly categorised as being Grade 3 agricultural land, except for two small areas within the north of the site, which are confirmed as being Grade 4 and urban land.

6.52 The DIRFT assessment concluded that the southern area of the site would have limited capacity for new trains as freight trains would need to use the WCML Fast Lines which carry faster moving trains and would be less suitable for standard freight trains, other than at night. It was discounted at short list stage from the DIRFT Assessment[35].

6.53 The northern section was considered to be capable of accommodating a limited form of rail freight development and was considered further in the assessment. It was however, concluded that the shape of the site created limitations on rail layout which would affect path availability for other passenger and freight trains, and left little site capacity to accommodate warehousing as well as an intermodal facility.

6.54 The scoring matrix has been utilised to produce the following results for this site

[35] This would be the case for slower-moving freight trains (ie 75mph intermodal and 60mph conventional wagon services. Rail Central includes specific facilities to accommodate faster express freight trains (100-110 mph) which are more compatible with services on the WCML Fast Lines.

Factor	Score	Notes
Proximity to a motorway junction	0	The site is approximately 2.2km to J18 of M1. Access would be via the A5 and A428.
Access to Rail	2	The site has access to two separate W10 gauge routes.
Vehicle access routes	2	Access is all via A roads, with no need to pass through residential areas.
Site size	2 (see note).	The site is 238 Ha, although as noted in the DIRFT III assessment, the site is bisected by the West Coast Mainline which creates two smaller areas of land.
Site shape	1	The site is regular in shape with straight edges adjacent to the rail lines
Topography	2	The site is relatively flat with the ability to achieve level access for rail access.
Proximity to and potential effects on residential or other sensitive land uses	0	The southern area of the site would adjoin houses on the northern boundary of Kilsby; whist the northern boundary is adjacent to residential properties in the settlement of Hillmorton. However, due to the extent of the site and the narrow areas by which the site adjoins the settlements, it would be possible to screen the sensitive receptors from significant visual and noise effects.
Total	9	

6.55 In terms of labour force availability, the site is 238Ha, applying the formula at paragraph 4.24, the site could generate in the region of 10,021 jobs. There are currently 22,800 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.56 In relation to local policy designations and planning status, the site and immediate surrounding area are not subject to any specific designations.

6.57 No relevant extant planning permissions or current planning applications have been identified. However, the Council refused an application for 99 dwellings on the site (LPA ref. DA/2015/0830) in November 2015. The application was refused for being outside the settlement boundary, consisting of unsustainable development, design grounds and for its impact to surrounding landscape and heritage assets.

6.58 This site has scored well on particularly on rail and road access, scale and topography. However, it is noted that the more detailed assessment carried out in the DIRFT III assessment discounted both areas of this site due to technical rail issues related to the type of trains associated with DIRFT. This finding will be considered further in the comparative assessment.

Site 10: Part of Rugby Radio Station West

6.59 This site is located some 3.5km to the east of Rugby. It is 226Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zone 2 and 3 to the north eastern boundary; and
- The site is predominantly categorised as being Grade 4 agricultural land, except for areas within the east of the site confirmed as being Grade 3a and 3b and a small area in the south confirmed as being Grade 3.

6.60 This site was also one of the alternatives considered in the DIRFT III Assessment, as Site 1 Rugby Radio Station (West). That study found that due to separation between the site and the

Northampton Loop, with the A428 in between, a rail connection could be achieved by extending the rail line serving DIRFT II.

6.61 The DIRFT III assessment notes that the site is allocated as an urban extension, and that a planning application had been submitted for 6,200 homes and other uses. That assessment found that the site was a SRFI opportunity when considered against its assessment criteria, but that it was unlikely to be available for a SRFI. The assessment also noted a concern that proposing a SRFI here could prejudice the delivery of a strategically important development for Rugby. The site was discounted from further consideration.

6.62 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	1	The site is 1.8 km to J18 of the M1 via the A5, and 1.9km via the A428.
Access to Rail	1	The site does not have direct access to the mainline, but access could be achieved through extending the existing DIRFT II rail line to the north.
Vehicle access routes	2	Access to the motorway is all via A roads, with no residential communities affected.
Site size	2	The site is 226 ha.
Site shape	2	The site is regularly shaped. There is no current rail access, but this could be achieved whilst still allowing space for multiple large floorplate buildings.
Topography	2	The site is relatively flat and appropriately graded access can be created to any new rail infrastructure.
Proximity to and potential effects on residential or other sensitive land uses	0	A detached residential property is positioned on the south western boundary of the site. Whilst the settlement of Hillmorton is c.150m to the south west of the site boundary. However, given the

Factor	Score	Notes
		size of the site, it is considered that sufficient mitigation can be implemented.
Total	10	

6.63 In terms of labour force availability, the site is 226Ha, applying the formula at paragraph 4.24, the site could generate in the region of 9,516 jobs. There are currently 35,200 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.64 In relation to local policy designations and planning status, the site and immediate surrounding area are not subject to any specific designations.

6.65 However, the site was allocated in the Local Plan as a urban extension and outline development was granted in May 2014 (LPA ref. R11/0699) (limited to 3 years for the submission of the first reserved matters) for the development of Use Classes A1, A2, A3-A5, C1, C3, D1, D2 and B1, B2 and B8 (up to 106,000sqm). A Section 73 application to amend the previous permission was approved in June 2017 (LPA ref. R17/0022).

6.66 A series of subsequent reserved matters and discharge of conditions have been submitted. Some of these have been approved and a number are awaiting determination. Some works to the south of the site have also commenced.

6.67 This site scores well on a number of indicators. However, it is recognised that this site is to perform strategically important roles in the local area and is not available for development as a rail freight interchange.

Site 11: Kilsby East

6.68 This site is located some 6km to the south east of Rugby. It is 215Ha. The entirety of the site is categorised as being Grade 3 agricultural land.

6.69 This site was considered in the DIRFT III assessment, as Site 5 Kilsby East. This site was discounted as the site is not capable of accommodating 750m rail sidings as much of the rail line is in cutting, and the site slopes steeply up from the rail line to the south west.

6.70 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	0	The site is 2.3km from J18 of the M1
Access to Rail	1	The site has access to a W10 gauge route, although achieving suitable access was considered not to be feasible in the DIRFT III assessment.
Vehicle access routes	2	Access could be taken via the A5 directly to J18 with no need to pass through residential properties.
Site size	2	215Ha

Factor	Score	Notes
Site shape	2	The site is a regular shape with relatively straight boundaries to the rail line.
Topography	-2	The rail sidings are in cutting for much of the boundary of the site and the site slopes up by around 40m to the south west.
Proximity to and potential effects on residential or other sensitive land uses	0	The site is c.270m from the eastern boundary of Kilsby, furthermore, a small cluster of residential properties are located directly to the south of the site, albeit they are separated from the site by the A5. Despite this, given the scale of the site, there are opportunities to provide appropriate screening to limit significant noise and visual effects.
Total	5	

6.71 In terms of labour force availability, the site is 215Ha, applying the formula at paragraph 4.24, the site could generate in the region of 9,053 jobs. There are currently 22,800 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.72 In relation to local policy designations and planning status, the site and immediate surrounding area are not subject to any specific designations. There are no extant planning permissions or current planning applications on the site.

6.73 This site scores well on road access but very poorly on topography, which means that it is not feasible to achieve a suitable rail access to this site.

Site 12: Land North of Long Buckby Wharfe

6.74 This site is located some 5km to the north east of Daventry. It is 114Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zone 2 and 3 running along stream corridors across the north of the site and diagonally across the south western corner; and
- The site is predominantly Grade 3 agricultural land, albeit some areas centrally are sub-categorised as being Grade 3a and 3b. Furthermore, very small areas within the north and south of the site are categorised as being Grade 2.

6.75 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	As J17 of the M1 does not allow access, the nearest junction is J18, some 8km away. Access would be via the A5
Access to Rail	1	The site has access to a W10 gauge route.
Vehicle access routes	1	The A5 passes the eastern side of Kilsby, adjacent to residential properties, although these are already

Factor	Score	Notes
		likely to be affected by the road traffic.
Site size	1	114Ha
Site shape	0	The site is long and thin which will limit its ability to provide suitable rail sidings as well as large distribution buildings.
Topography	0	The site slopes up to 30m, peaking in the central area. Whilst there is potential to re-grade this, it may be difficult given the limited width of the site and the need to retain level rail access along one boundary.
Proximity to and potential effects on residential or other sensitive land uses	0	The site adjoins residential properties to its southern boundary, with many being separated by the Canal. There are however opportunities for screening along this boundary.
Total	1	

6.76 In terms of labour force availability, the site is 114Ha, applying the formula at paragraph 4.24, the site could generate in the region of 4,800 jobs. There are currently 22,800 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.77 In relation to local policy designations and planning status, the site and immediate surrounding area are not subject to any specific designations. There are no extant planning permissions or current planning applications on the site.

6.78 This site scores moderately on most of the measures, although access to the motorway network is via a convoluted and distant route as the nearest junctions do not allow direct access.

Site 13: Land to the North West of Long Buckby

6.79 This site is located to the north east of Long Buckby, some 8km to the north east of Daventry. It is 360Ha and has the following constraints noted in the sieving analysis:

- Areas of Zone 2 and 3 flood risk along the eastern boundary; and
- The site is predominantly Grade 3 agricultural land, however a small area within the south is categorised as being Grade 2.

6.80 In addition, there are a number of Listed Buildings on Long Buckby and Watford, and there is a Scheduled Ancient Monument (Watford Park C18 Garden) to the west of Watford. A single Grade 2 listed building sits adjacent to the southern boundary at Murcott.

6.81 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	The nearest motorway is J18 of the M1. Access would need to be taken through Watford on the B5385 and then north via the A5, past Kilsby to J18 (9.8km). Alternatively, access could be taken through West Haddon to reach the A428, via Crick (6.3km)

Factor	Score	Notes
Access to Rail	1	The site has access to a relatively straight section of W10 gauge route.
Vehicle access routes	-1	The vehicle access route options would both involve travelling through residential communities to access an A class road.
Site size	2	360Ha
Site shape	2	The site is relatively regular and is large enough to accommodate multiple large floorplate buildings.
Topography	0	The site slopes some 40, although given the site of the site, it should be possible to regrade the land to accommodate development and a suitable rail access.
Proximity to and potential effects on residential or other sensitive land uses	0	The southern boundary of the site is directly adjacent to the settlement of Long Buckby. Furthermore, the northern boundary of the site borders the settlement of West Haddon. However, given the great extent of the site, it is anticipated that significant mitigation measures could be implemented.
Total	2	

6.82 In terms of labour force availability, the site is 360Ha, applying the formula at paragraph 4.24, the site could generate in the region of 15,158 jobs. There are currently 22,800 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.83 In relation to local policy designations and planning status, there are no planning designations on the site. No relevant extant planning permissions or current planning applications have been identified on the site.

6.84 This site scores well on site size, shape and rail access. However, its distance from the motorway and need to pass through residential areas to get to A class roads is a major limitation.

Site 14: Land to the West of Bugbrooke and South of Nether Heyford

6.85 This site is located some 9km to the south west of Northampton. It is 133Ha and has no constraints noted in the sieving analysis. There is a listed canal bridge close to the northern boundary, and there are a number of listed buildings nearby in Nether Heyford.

6.86 A large area within the centre of the site is categorised as being Grade 2 agricultural land, whilst all remaining land is Grade 3.

6.87 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-1	Nearest motorway is J16 of M1 (3.7km) although gaining access to this junction would necessitate travelling through Nether Heyford using residential streets.
Access to Rail	1	The site has access to a W10 gauge route section, but only the Fast Lines, which would restrict rail freight traffic to express freight services and limited overnight intermodal

Factor	Score	Notes
		and conventional wagon services.
Vehicle access routes	-1	The nearest motorway junction would necessitate travel through the centre of Nether Heyford with only a short stretch at the northern end of the route being on an A class road.
Site size	1	133 Ha
Site shape	2	The site is a regular shape with potential to accommodate multiple large buildings and suitable rail infrastructure.
Topography	0	The site slopes some 40m down to the rail line. However, it should be feasible to secure relatively level rail access with suitable earth working.
Proximity to and potential effects on residential or other sensitive land uses	1	The nearest sensitive receptor is a number of residential properties to the north west of the site, which are c.100m away. Furthermore, the settlement of Upper Stowe is located c.500m to the west of the site. It is however understood that some mitigation measures could be implemented on the site to lessen the impacts. Due to lack of proximity to the motorway, vehicular access to the M1 is only possible with movement through the centre of Nether Heyford.
Total	3	

6.88 In terms of labour force availability, the site is 133Ha, applying the formula at paragraph 4.24, the site could generate in the region of 5,600 jobs. There are currently 33,400 people looking

for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.89 In relation to local policy designations and planning status, the site is designated as being in a Special Landscape Area. This has the potential to restrict the development of the site for an SRFI. However, given the overarching need for SRFIs, on its own it is considered unlikely that this Special Landscape Area designation will be overly restrictive to developing a SRFI. No relevant extant planning permissions or current planning applications have been identified.

6.90 This site scores well on shape and rail access, although rail freight access into the WCML Fast Lines would be limited to express freight services and some overnight intermodal and conventional wagon services. It also has major limitations in terms of the routes available to secure access to the motorway and the likely effects on residential amenity of doing so.

Site 15: Land South of Bugbrooke

6.91 This site is located some 8km to the south west of Northampton. It is 278Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zone 2 and 3 to the western boundary; and
- The entirety of the site is categorised as being Grade 3 agricultural land.

6.92 In addition, Lower Downs farm house, at the north eastern corner of the site is Grade II listed, and there is a listed canal bridge to the north east of the site. Further clusters of listed buildings exist in nearby Bugbrooke, Gayton and Pattishall.

6.93 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	The nearest motorway junction is J16 M1 (3km), although J15a M1 (3.75km) is also close. Securing access to J16 would mean travelling through both Bugbrooke and Nether Heyford (6km). Access to J15a would be less disruptive but would still involve travelling through Rothersthorpe and residential areas of Hunsbury Meadows (south west Northampton) and is a 7.4km route.
Access to Rail	1	The site has access to a W10 gauge route section, but only the Fast Lines, which would restrict rail freight traffic to express freight services and limited overnight intermodal and conventional wagon services.
Vehicle access routes	-2	Vehicle access routes to the motorway involve several km of route which is not on A class roads, and all options involve passing through multiple residential communities.
Site size	2	278Ha
Site shape	1	The site is a regular shape and is capable of accommodating multiple large buildings.
Topography	-1	The site has several hilly peaks with gradient changes of up to 50m. Two of these peaks are close to the railway line.
Proximity to and potential effects on residential or other sensitive land uses	1	The nearest sensitive receptors are residential properties located in the settlement of Pattishall, c.270m to the south west. Due to the distance of the site

Factor	Score	Notes
		from the motorway, vehicle access routes will pass through multiple residential communities.
Total	0	

6.94 In terms of labour force availability, the site is 278Ha, applying the formula at paragraph 4.24, the site could generate in the region of 11,705 jobs. There are currently 33,400 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.95 In relation to local policy designations and planning status, the very northern tip of the site is designated as a Special Landscape Area, whilst this designation is also located parallel, but not adjoining the sites western boundary. A well designed scheme should be able to mitigate against impacting upon this designation. No relevant extant planning permissions or current planning applications have been identified on the site.

6.96 This site scores well on size and rail access, but has topographical limitations which would require major remodelling. Rail freight access into the WCML Fast Lines would be limited to express freight services and some overnight intermodal and conventional wagon services. Access options are both distant from the motorway and would be likely to have major residential amenity effects.

Site 16: Northampton Gateway

6.97 This site is currently being proposed as a SRFI. It is located some 5km to the south of Northampton. It is 216 HA and has the following constraints noted in the sieving analysis:

- Roade Cutting SSSI affected by the southern part of the development;
- The entirety of the site is categorised as being Grade 3 agricultural land. A small area within the west of the site is sub-categorised as being Grade 3a and 3b; and
- Adjacent to Courteenhall Registered Park and Garden.

6.98 In addition, there are a number of listed buildings at Collingtree, Roade, and within the ground of Courteenhall Gardens, Including Courteenhall House.

6.99 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	2	The site adjoins J15 of M1
Access to Rail	1	The site has access to a W10 gauge route along a straight boundary.
Vehicle access routes	2	Access can be secured easily to the M1.
Site size	2	216Ha
Site shape	2	The site is a regular shape with an ability to accommodate multiple large scale buildings.
Topography	2	The site is generally flat
Proximity to and potential effects on residential or other sensitive land uses	0	The nearest sensitive receptors are residential properties within the settlement of Collingtree, which are c.100m to the north east albeit; they are separated from the site by the M1 motorway. Further sensitive receptors are located at Lodge Farm, which is c.100m to the west of the site. It is

Factor	Score	Notes
		anticipated that suitable screening opportunities are available to protect the amenities of these receptors.
Total	11	

6.100 In terms of labour force availability, the site is 216Ha, applying the formula at paragraph 4.24, the site could generate in the region of 9,094 jobs[36]. There are currently 33,400 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.101 In relation to local policy designations and planning status, the northern area of the site is designated as an Important Local Gap, which seeks to prevent the coalescence of settlements. Whilst land directly adjacent to the eastern boundary of the site is designated as a Historic Park and Garden.

6.102 However, the site is currently being promoted for use as an SRFI, with a DCO application in the process of being prepared.

6.103 This site scores well against the majority of the measures as it has excellent motorway access and access to a rail line. It is large and relatively flat and has the ability to accommodate multiple large floorplate buildings. This site is also being promoted as a SRFI site.

[36] Phase 2 consultation information for Northampton Gateway assumes that the development will generate 7,544 FTE jobs

Site 17: Land North of Penkridge

6.104 This site is located some 6km to the south of Stafford. It is 328Ha and has the following constraints noted in the sieving analysis:

- Area of Flood Zone 2 and 3 in the northern area of the site; and
- The site is predominantly categorised as being Grade 3 agricultural land, albeit a small area in the north is Grade 2.

6.105 In addition, there are a number of listed buildings in Penkridge to the south and Dunston to the north.

6.106 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	2	The neatest motorway is J13 of the M6, which is around 1km to the north.
Access to Rail	1	The site has a straight section of W10 gauge route running through its centre.
Vehicle access routes	-1	Motorway access from the eastern part of the site could be gained via a new junction on the A449, although there

Factor	Score	Notes
		are a number of residential properties which would be passed at Dunston. These properties are already likely to be affected by traffic on the A449 which limits the effects. However, in order to access the western part of the site, it would be necessary to either bridge the railway line, which may limit the ability to provide suitable intermodal facilities, or to travel north through Dunston (School Lane) or south, via the northern part of Penkridge (Levedale Road). Both of routes pass residential properties. The northern route through Dunston also passes by a school, and the southern route adds considerable distance to the motorway junction (c. 4km).
Site size	2	328Ha
Site shape	2	The site is large and regularly shaped. It is capable of accommodating multiple large buildings.
Topography	2	The site is generally flat.
Proximity to and potential effects on residential or other sensitive land uses	0	The southern boundary of the site is immediately adjacent to residential properties at the northern edge of Penkridge. However, it is anticipated that suitable measures to mitigate against the impacts of the development can be implemented.
Total	8	

6.107 In terms of labour force availability, the site is 328Ha, applying the formula at paragraph 4.24, the site could generate in the region of 13,811 jobs. There are currently 59,500 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.108 In relation to local policy designations and planning status, the site is located within Open Countryside. There are no relevant extant planning permissions or current planning applications on the site.

6.109 This site scores well on a number of factors, although is ultimately limited by proximity to residential uses, including on the main route to the motorway.

Site 18: Land to the South of Stafford

6.110 This site is located some 3km to the south of Stafford. It is 282Ha and has the following constraints noted in the sieving analysis:

- Corridor of Flood Zone 2 and 3 in the eastern area of the site; and
- The site is predominantly categorised as being Grade 3 agricultural land. However, a small area within the centre and east of the site is identified as being Grade 2 agricultural land.

6.111 In addition, there are several listed buildings at Dunston to the east.

6.112 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	1	The nearest motorway is J13 of the M6. Access can be achieved through Dunston which is a 1.1km route.
Access to Rail	1	The site has a straight length of W10 gauge route on its boundary
Vehicle access routes	-1	Vehicle access to the motorway could be achieved through Dunston, using School Lane, which is a narrow country road the passes through a small Hamlet and houses in Dunston before reaching the A449. An alternative is via Ash Flats Lane and Chain Lane, which runs to the north through a residential area, before reaching the A449 to the north of the motorway junction (2.4km).
Site size	2	282 ha
Site shape	2	The site is relatively regular with an ability to accommodate multiple large floorplate buildings.
Topography	0	The site is relatively flat although there is a corridor of lower land that follows the route of a brook and which is subject to flooding. This runs parallel to the rail infrastructure and may need to be diverted and re-levelled.
Proximity to and potential effects on residential or other sensitive land uses	0	The north western boundary of the site is boarded by residential properties at the settlement of Coppenhall. Furthermore, a number of residential properties located to the south of Stafford are c. 520m from the site boundary.

Factor	Score	Notes
		Dependent upon chosen access routes, other sensitive receptors in the settlements of Dunston and Stafford may also be affected.
Total	5	

6.113 In terms of labour force availability, the site is 282Ha, applying the formula at paragraph 4.24, the site could generate in the region of 11,873 jobs. There are currently 59,500 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.114 In relation to local policy designations and planning status, the site is located within Open Countryside. There are no relevant extant planning permissions or current planning applications on the site.

6.115 This site scores well on size and shape, but has access difficulties, despite being close to a motorway junction.

Site 19: Land South of Great Bridgeford

6.116 This site is located some 4km to the north west of Stafford. It is 100Ha and has no constraints noted in the sieving analysis. There is a listed bridge in Great Bridgeford, on the route from this site to Motorway.

6.117 With regards to agricultural land classification, the site consists of a mixture of Grades 2 and 3 with a small area of Grade 4 in the north of the site.

6.118 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	0	The nearest motorway is J14 of M6, which is 2.7km away, via Great Bridgeford, using the A5013
Access to Rail	1	The site is bounded by the 4-track W10 gauge WCML route section. At-grade access could be achieved into the Slow Lines nearest the site, but direct access to the Fast Lines would be likely to require grade-separation.
Vehicle access routes	-1	Access to the motorway would need to be taken from Newport Road (B5405) to access the A5013 running from Great Bridgeford to the Motorway junction. Newport Road has residential properties along the length that would be used by vehicles accessing the site.
Site size	0	100 Ha
Site shape	0	The site is relatively regular in shape and should be able to accommodate a rail connection.
Topography	0	The site slopes down to the railway line, but it should be feasible to secure an access with appropriate earth moving,
Proximity to and potential effects on residential or other sensitive land uses	0	A number of residential properties are located adjacent to the northern boundary of the site, in the settlement of Great Bridgeford. However, it is

Factor	Score	Notes
		anticipated that through mitigation, the impact of the development can be lessened. Gaining access to the M6 motorway from the site would however require traffic to navigate through Great Bridgeford, potentially causing an impact to the existing settlement.
Total	0	

6.119 In terms of labour force availability, the site is 100Ha, applying the formula at paragraph 4.24, the site could generate in the region of 4,211 jobs. There are currently 50,700 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.120 In relation to local policy designations and planning status, there are no designations on the site. There are no relevant extant planning permissions or current planning applications of relevance.

6.121 This site scores well on rail access, but the 4-track nature of the WCML at this point (from west to east being northbound Slow Line, southbound Slow Line, northbound Fast Line, southbound Fast Line) would make at-grade access to the Fast Lines difficult to achieve. The site also suffers from road access issues and proximity to a number of houses that would be affected by the development.

Site 20: Land at Baldwin's Gate

6.122 This site is located some 8.5km to the south west of Stoke on Trent. It is 65Ha and has no constraints noted in the sieving analysis. The entirety of the site is categorised as being Grade 3 agricultural land.

6.123 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	The nearest motorway junction is J15 of the M6 (4.5km). However, the road distance is around 11km using the A51 to the south and west, before heading north to the junction. This involves passing a number of isolated residential properties. A shorter route (8.5km) exists, travelling via properties at Hill Chorlton, to access the A53 through Baldwin's Gate and then the A5182 east to the motorway.
Access to Rail	1	The site is bounded by the 4-track W10 gauge WCML route section. At-grade access could

Factor	Score	Notes
		be achieved into the Slow Lines nearest the site, but direct access to the Fast Lines would be likely to require grade-separation
Vehicle access routes	1	The vehicle access routes are described above. Both routes are distant from the motorway and involve passing numerous isolated dwellings, or travelling through a residential community. However, the longer route can be mostly achieved using A class roads.
Site size	0	The site is 65Ha.
Site shape	0	The site a fairly regular and may be able to accommodate rail access.
Topography	0	The site slopes down to the railway line. It may be possible to achieve a rail access as well as suitable buildings.
Proximity to and potential effects on residential or other sensitive land uses	0	The nearest sensitive receptors are residential properties directly adjacent to the south eastern boundary of the site. There may however be opportunities to mitigate the main impacts of the development from these properties.
Total	0	

6.124 In terms of labour force availability, the site is 65Ha, applying the formula at paragraph 4.24, the site could generate in the region of 2,737 jobs. There are currently 38,400 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

6.125 In relation to local policy designations and planning status, the site is designated as an area of Landscape Restoration and Enhancement. Whilst the forest adjacent to the north of the site is designated as a Natural Asset. With considerate design and suitable mitigation, it is understood

that these designations could be overcome. However, this may limit the scale of the development. There are no relevant extant planning permissions or current planning applications on the site.

6.126 This site primarily suffers from very poor highways access, although its scale is also a limitation in the context of securing a SRFI. The 4-track nature of the WCML at this point (from west to east being northbound Slow Line, southbound Slow Line, northbound Fast Line, southbound Fast Line) would make at-grade access to the Fast Lines difficult to achieve.

Site 21: Covidien, Staveley

6.127 This site is located some 6km to the north east of Chesterfield. It is 200Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zone 2 and 3 running along the River Rother corridor; and
- The site is predominantly categorised as being urban land, with a small area of Grade 3 agricultural land in the north of the site.

6.128 This site has a history of various heavy industrial uses, including foundries, chemical works, coal mining and landfill. The land is allocated for part housing and part commercial (50Ha), with the commercial focussed around the Works Lane / Hall Road area.

6.129 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway	-2	The nearest motorway junction is J29a of the M1. A

Factor	Score	Notes
junction		new link road has been completed by the developers of Markham Vale on part of the route, which is 4.8km.
Access to Rail	1	The site has access to a W10 gauge route.
Vehicle access routes	2	Access to J29a would be taken from the A6192 to J29a. The route does run past some residential properties, but it is in cutting and well screened from the houses.
Site size	2	The site is 200Ha. The site's allocation in the Core Strategy would suggest 50Ha of employment land is available, although it has been assumed that a wider area can be used for the purposes of scoring.
Site shape	1	The site is fairly regular with a relatively straight section of rail access.
Topography	0	The site is fairly flat, although there are some mounds adjacent to Barrow Hill (north of the railway line) which may need regrading. The River Rother corridor may need to be diverted and regraded to allow suitable building floorplates to be achieved.
Proximity to and potential effects on residential or other sensitive land uses	0	The northern boundary of the site is close to properties in Barrow Hill (c 100m), whilst the southern boundaries border the existing settlements of Hollingwood and Staveley. However, it is anticipated that there are opportunities to screen the sensitive receptors from any development.
Total	4	

6.130 In terms of labour force availability, the site is 200Ha, applying the formula at paragraph 4.24, the site could generate in the region of 8,421 jobs. There are currently 8,700 people looking for work in the surrounding local authority areas, the labour force requirement for the development can therefore only just be met in the local area. Labour availability could therefore possibly be a constraint to delivering an SRFI in this location.

6.131 In relation to local policy designations and planning status, The site has numerous designations that comprise the following:

- Staveley Regeneration Route;
- Staveley & Rother Valley Corridor Area Action Plan;
- Existing Business and Industrial Development;
- Tree Woodland Planting;
- Sports Pitches; and
- Open Countryside.

6.132 The site is allocated via the adopted Chesterfield Core Strategy (PS5) to be redeveloped for a sustainable community to deliver 2,000 homes and 50ha of employment uses. An Area Action Plan (AAP) is currently in the process of being finalised and submitted to Secretary of State for examination.

6.133 There are no extant planning permissions or current planning applications considered relevant on the site. Notwithstanding this, a screening and subsequently a scoping opinion has been issued by the Council in respect of redeveloping the site for mixed use purposes. Should development come forward in this regard, it would restrict the development of the site as an SRFI.

6.134 This site performs well on access, size and shape, although it is distant from the main motorway junction. Alternative development proposals are being progressed.

Overview of Sites identified during Sieving

6.135 The following table summarises the sites identified through the sieving exercise and their associated scores, to be considered alongside the Rail Central site (refer to Section 9):

Site Number	Site Name	Site Score
1	Wadborough Park Farm, near Stoulton, Worcestershire	5
2	Dairy House Farm, Grendon, near Tamworth	3
3	Land adjacent to Birch Coppice, near Tamworth	5
4	Land between Hinckley and Nuneaton	7

5	Land at Burbage Common, Hinckley	11
6	Land at Potters Marston	1
7	Land between Ladbroke and Bishops Itchington	2
8	Land between Knightcote and Fenny Compton	6
9	Kilsby North	9
10	Part of Rugby Radio Station West	10
11	Kilsby East	5
12	Land North of Long Buckby Wharfe	1
13	Land to the North East of Long Buckby	2
14	Land to the West of Bugbrooke and South of Nether Heyford	3
15	Land South of Bugbrooke	0
16	Northampton Gateway	11
17	Land North of Penkridge	8
18	Land to the South of Stafford	5
19	Land South of Great Bridgeford	0
20	Land at Baldwin's Gate	0
21	Covidien, Staveley	3

6.136 There are 4 sites which stand out as scoring particularly well. These are:

- Site 5 – Land at Burbage Common, Hinckley – an emerging SRFI proposal
- Site 9 - Kilsby North: Considered and discounted as part of the DIRFT III alternatives assessment
- Site 10 - Rugby Radio Station West: Considered and discounted as it is unavailable due to other committed development
- Site 15 - Northampton Gateway: A current SRFI proposal

6.137 With the exception of Site 10, these sites are considered further in the comparative assessment at Section 9 of this report.

7. Stage 3: Sites identified by Local Representation and Other Studies

7.1 This section of the report considers those sites which were reviewed in the early alternatives assessment. It discounts those sites without rail access, but scores the remaining sites utilising the same methodology applied to the wider search area.

7.2 The following sites were identified by people living locally, who suggested that they should be considered as alternatives. The sites are listed below, alongside a note of whether they are considered further in this analysis and if not, the reason for discounting them at this stage:

- Northampton Highgate: See Site 15 Northampton Gateway
- Pineham Extension: Discounted due to lack of rail connection potential
- Land to the South of J15a, M1: Discounted due to lack of rail connection potential
- Land to the East of J15a, South of M1: Discounted due to lack of rail connection potential
- Land to the East of J15a, North of M1 (Milton Ham Business Park): Discounted due to lack of rail connection potential
- Land to the East of Northampton Loop, North of M1 (Northampton South SUE): Considered further below.
- Midway Park, J16 M1: Discounted due to lack of rail connection potential
- Midway Park, Phases 2 & 3, J16, M1: Discounted due to lack of rail connection potential
- DIRFT III, J18, M1: Existing SRFI Consent, not considered further.

7.3 The following sites were considered as they were identified as possible rail freight sites in the DIRFT III Alternatives Assessment:

- Eurohub, Corby
- Etwall Common (East Midlands Intermodal Park)
- East Midlands Distribution Centre, Castle Donington – rail terminal currently being activated but discounted as too small to qualify as a SRFI;
- East Midlands Gateway – discounted as it forms part of committed DCO development as a SRFI

7.4 In addition to these sites, a further rail freight interchange has been promoted at Four Ashes. This NSIP project is in the post consultation stage, with a DCO submission anticipated to be submitted to the PINS in Q2 2018 and is known as West Midlands Interchange. This site was

sieved out of this assessment as it is within the Green Belt, However, as it is being promoted and has potential to contribute to the network of SRFI's required by national policy, that site is also assessed in this section of the report.

7.5 The remainder of this section of the report considers these sites against the common scoring framework.

Site 22: Land to the East of Northampton Loop, North of M1 (Northampton South SUE)

7.6 This site is located to the immediate south of Northampton. It is 97Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zone 2 and 3 running along the northern boundary; and
- The entirety of the site is categorised as being Grade 3 agricultural land, with sub-categorise of Grade 3a and 3b confirmed centrally.

7.7 There are also a number of listed buildings in Collingtree.

7.8 The site was the subject a planning application (Northampton Borough Council reference N/2013/1035) and subsequent appeal (reference APP/V2825/W/15/3028151, which resulted in the approval of a scheme for 1,000 homes in August 2016. The first reserved matters application was considered at Committee on 15 February 2018 and approved in principle subject to the receipt and acceptability of additional information and delegated to the Head of Development Management (LPA ref. N/2017/1566). Furthermore, applications to discharge

conditions have also been submitted. Notwithstanding this, at the time of writing, construction of the development has not commenced.

7.9 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	0	The site is adjacent to the M1 and very close to J15. However, there is no direct highways access with the shortest route being around 2.5km via Collingtree Park and down the A45.
Access to Rail	1	The site has access to a W10 gauge route
Vehicle access routes	-1	Site access would need to be taken via Windingbrook Lane, Rowntree Road, Wooldale Road and the A45. This passes by houses in Collingtree Park.
Site size	1	102 Ha
Site shape	1	The site is regularly shaped and could accommodate larger floorplate buildings.
Topography	1	The site is relatively flat.
Proximity to and potential effects on residential or other sensitive land uses	0	Numerous sensitive receptors are located within the surrounding area of the site. Specifically, these include, residential properties in the settlements of Collingtree, and the Collingtree Park and Merefield all of which bound the site to the north and east. It is however anticipated that mitigation measures could be implemented to reduce the impacts of developing the site.
Total	3	

7.10 In terms of labour force availability, the site is 102Ha, applying the formula at paragraph 4.24, the site could generate in the region of 4,295 jobs. There are currently 14,400 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

7.11 In relation to local policy designations and planning status, The site has numerous designations that comprise the following:

- Greenspace;
- Nature Conservation Value;
- Locally Important Landscape Area;
- Proposed Residential Area; and
- River Nene and Grand Union Canal Policy.

7.12 Planning permission received APP/V2825/W/15/3028151, which resulted in the approval of a scheme for 1,000 homes. The first reserved matters application was considered at Committee on 15 February 2018 and approved in principle subject to the receipt and acceptability of additional information and delegated to the Head of Development Management (LPA ref. N/2017/1566). Notwithstanding this, at the time of writing, construction of the development has not commenced.

7.13 This site performs reasonably well on access to rail, size and shape, although it is relatively distant from the main motorway junction no roads that are shared with residential uses.

7.14 Achieving rail access would also be difficult from both directions of travel on the main line, as the site has a limited rail frontage of 700m.

7.15 This site is also not considered to be available given the recent planning permission received for a large housing scheme.

Site 23: Eurohub, Corby

7.16 This site is located to the immediate south east of Corby. It is 106Ha and has no constraints noted in the sieving analysis. The entirety of the site is categorised as being non-agricultural land.

7.17 This site is an extension to the existing Eurohub development in Corby. This site secured consent in 2007, but has not progressed. It was assessed in the DIRFT III alternative site assessment.

7.18 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	The nearest motorways are the M1 / M6 junction, some 40km away to the west. The A1 is some 25km to the east.
Access to Rail	-2	The site is not currently rail served, although has potential access to a W7 gauge rail line if the rail infrastructure is extended to the site.
Vehicle access routes	2	Vehicle access routes to the strategic highways network are long, but nearly all on A

Factor	Score	Notes
		class roads (A43 and A14 to M1; and A43 to the A1). There is no need to pass through residential areas.
Site size	1	106Ha
Site shape	1	The site is a regular shape and has potential to accommodate a rail link
Topography	1	The site is relatively flat.
Proximity to and potential effects on residential or other sensitive land uses	0	The closest sensitive receptor is a Holiday Inn located c.80m to the north east of the site. Furthermore, a number of residential properties are located c.120m to the south of the site at Little Stanion. The properties at Little Stanion are already extensively screened due to existing woodland to the south of the site, whilst screening to benefit the Holiday Inn is considered possible.
Local Plan Policy Designations and Planning Position	1	Within the 1997 Corby Local Plan, the site is designated for Recreation & Leisure and is regarded as a County Wildlife Site. Notwithstanding this, Corby Borough Council is currently in the process of preparing a Part 2 Local Plan. As part of this process, a draft Proposals Map identifies the site be designated for Employment Development. Outline planning permission was granted in December 2013 (limited to five years to commence development) for the development of Use

Factor	Score	Notes
		Classes B1/B2 and B8 (LPA ref. 12/002589/OUT). An application to vary this permission was submitted in August 2017 and is awaiting determination (LPA ref. 17/00388/RVC). In the context of the above, non-SRFI employment development is considered as committed on this site.
Total	1	

7.19 In terms of labour force availability, the site is 106Ha, applying the formula at paragraph 4.24, the site could generate in the region of 4,463 jobs. There are currently 11,000 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

7.20 In relation to local policy designations and planning status, within the 1997 Corby Local Plan, the site is designated for Recreation & Leisure and is regarded as a County Wildlife Site. Notwithstanding this, Corby Borough Council is currently in the process of preparing a Part 2 Local Plan. As part of this process, a draft Proposals Map identifies the site be designated for Employment Development.

7.21 Outline planning permission was granted in December 2013 (limited to five years to commence development) for the development of Use Classes B1/B2 and B8 (LPA ref. 12/002589/OUT). An application to vary this permission was submitted in August 2017 and is awaiting determination (LPA ref. 17/00388/RVC).

7.22 This site performs well on access, size and shape, although it's distance from the main motorway junction is a major limiting factor.

7.23 This extension site is not directly rail served. The site has planning permission for a rail connected development and it is understood that the site owners do not intend to implement the rail connection due to cost concerns. The developer which controls the site, Prologis, is not marketing the site as a rail served scheme. It is considered that the rail connection is unlikely to be included in any future development of this site.

Site 24: Etwall Common (East Midlands Intermodal Park)

7.24 This site is located some 9km to the south west of Derby. It is 268Ha and it has no constraints noted in the sieving analysis. The entirety of the site is categorised as being Grade 3 agricultural land.

7.25 The site has been promoted as a SRFI opportunity and it was subject to public consultation in 2014. To date no DCO application has been submitted.

7.26 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	-2	The site is 19km from J24a of the M1
Access to Rail	1	The adjacent main line is cleared for W10 gauge to the southeast where it joins the existing W10 gauge Birmingham - Derby line. The site has W7 gauge access northwest from the site to Crewe.
Vehicle access routes	2	The motorway can be accessed by the A50 with no

Factor	Score	Notes
		need to pass through residential communities
Site size	2	268 Ha
Site shape	2	The site is regularly shaped with straight boundaries adjacent to the railway line
Topography	2	The site is relatively flat.
Proximity to and potential effects on residential or other sensitive land uses	0	The closest sensitive receptors are a cluster of residential properties located c.100m to the south east of the site. Furthermore, there are a number of residential properties located along the western boundary of the site. It is however considered possible that the development could be screened from these receptors.
Total	7	

7.27 In terms of labour force availability, the site is 268Ha, applying the formula at paragraph 4.24, the site could generate in the region of 11,284 jobs. There are currently 26,700 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

7.28 In relation to local policy designations and planning status, the site has no designations. Furthermore, no relevant extant planning permissions or current planning applications have been identified.

7.29 This site performs well on access, size and shape, although it is distance from the main motorway junction is a limiting factor.

7.30 A smaller adjacent site at Etwall Common (93,000sqm) was noted in the DIRFT assessment. The DIRFT assessment notes that there would be a resulting focus on regional rail need, with the site serving urban areas primarily to the north.

7.31 The DIRFT assessment was undertaken in 2012. Since then, this site has been notified as a NSIP project and the site promoter, Goodman has completed informal consultation on a proposed intermodal facility which could provide up to 6 million sqft of floorspace. This is more comparable to the scale of the Rail Central proposals.

7.32 The project was subject to informal consultation with a timeline for commencing formal consultation in May 2014, with submission of the application in spring 2015. The development was subject to a screening request and opinion in summer 2014 and it is understood that work was continuing on development of a DCO application, with formal consultation expected in 2016/17 and submission in early 2017[37]. No formal consultation has subsequently progressed.

7.33 The proposals would address a more northerly market area than Rail Central, centred on an area of existing manufacturing (Toyota, JCB, Nestle, Rolls Royce, Bombardier).

Site 25: West Midlands Interchange

7.34 As explained above, this site is being promoted as a SRFI by Four Ashes Ltd. The NSIP project is in the consultation stage and is known as West Midlands Interchange. A DCO application for a SRFI is anticipated to be submitted to the PINS in Q2 of 2018.

7.35 The site was sieved out of this assessment as it is within the Green Belt, which was previously seen as a constraint to delivering an SRFI. Although it is recognised that on a level of national importance, Green Belt land holds less weight, considering there are numerous possible alternative sites not within the Green Belt, all sites within the Green Belt were sieved out of assessment at the early stages.

7.36 Notwithstanding this, as the site is being actively promoted and has the potential to contribute to the network of SRFI's required by national policy, the site is assessed below.

7.37 The site is located approximately 10km north of Wolverhampton and immediately west of Junction 12 of the M6 in South Staffordshire.

[37] See http://www.emipark.co.uk/public-consultation/

7.38 The site comprises approximately 296Ha of land and other than its location within Green Belt; the site has no landscape or ecological designations of a national, regional or local importance. The site is categorised as being entirely Grade 3 agricultural land, with some sub-categorised Grade 3a and 3b land within the west of the site.

Factor	Score	Notes
Proximity to a motorway junction	2	The site is adjacent to J12 of the M6, the current proposals for the development seek to utilise this existing junction arrangement.
Access to Rail	1	The W10-gauge twin-track WCML bisects the site.
Vehicle access routes	2	With limited amendments to the existing highway network, vehicles can access the site via J12 of the M6 and the A5. This route does not require vehicles to navigate through residential areas.
Site size	2	296 Ha
Site shape	2	The site is large and regular
Topography	0	The site is largely level and will require only minimal site works to be suitable for development. However, the railway line is positioned below the level of the site. Ground works will need to take place to ensure a level rail access can be achieved.
Proximity to and potential effects on residential or other sensitive land uses	0	The closest sensitive receptors to the site are residential properties located directly to the north of the site. However, due to the scale of the site, it is envisaged that suitable mitigation measures can be implemented to protect the amenity of the sensitive receptors.

Factor	Score	Notes
Total	9	

7.39 In terms of labour force availability, the site is 296Ha, applying the formula at paragraph 4.24, the site could generate in the region of 12,463 jobs. There are currently 33,400 people looking for work in the surrounding local authority areas and on this basis we conclude that labour availability is not likely to be a constraint to delivering an SRFI in this location.

7.40 In relation to local policy designations and planning status, the South Staffordshire Local Plan (1996) Proposals Map confirms that the site for the most part is designated as being within the Green Belt, whilst the existing built area is designated as Employment Use, with a further area designated as an Employment Proposal. Furthermore, the site also carries the designation of Landscape Improvement Area.

7.41 The Green Belt and Employment Site designations have been carried forward to the Site Allocations Publication Plan, for which the Public Examination is due to commence in Autumn/ Winter 2017. There are no extant permissions of relevance on the site, however it is currently being promoted as an SRFI and is currently (August 2017) undergoing consultation as part of the NSIP process.

7.42 Although much of the site is designated as being within the Green Belt, which would typically be restrictive to this form of development, considering that the site is being promoted as an SRFI, the site has been awarded a neutral rating in this factor.

7.43 This site performs well on access, size and shape, the only noticeable limitation being the level change between the rail access and the site. However, it is understood that through the course of the development, this issue can be overcome.

7.44 The site was subject to Stage 2 consultation between Wednesday 5 July and Wednesday 30 August 2017 with a further focussed consultation (Stage 2a) being undertake between December and January 2018. Should a DCO be secured on the site, it will add to the regional supply of rail served space and the choice available for rail connected space to meet market demand arising from the northern extent of the West Midlands and Staffordshire.

Overview

7.45 The following table summarises the sites identified through the sieving exercise and their associated scores:

Site Number	Site Name	Score
22	Land to the East of Northampton Loop, North of M1 (Northampton South SUE)	3
23	Eurohub, Corby	1
24	Etwall Common (East Midlands Intermodal Park)	7

25	West Midlands Interchange	9

7.46 West Midlands Interchange stands out as scoring well and is currently progressing through the DCO process; it therefore needs to be considered further in the comparative assessment.

7.47 In addition, as Etwall Common is currently being promoted as a SRFI by a reputable logistics developer, despite scoring slightly lower than the other top performing sites, this site has also been considered further.

8. Stage 4: Rail Central

8.1 In order to compare the potential alternative sites against the proposed Rail Central development on a like for like basis, Rail Central has been scored below.

Rail Central

8.2 This site is located approximately 6km to the south of Northampton. It is 291Ha and has the following constraints noted in the sieving analysis:

- Areas of Flood Zone 2 and 3 running along the Milton Malsor beck corridor.
- Roade Cutting SSSI at the southern end of the site

8.3 In addition, there is a listed railway bridge to the south of the site, and a number of listed buildings in Milton Malsor.

8.4 The scoring matrix has been utilised to produce the following results for this site

Factor	Score	Notes
Proximity to a motorway junction	1	The site is 1.9km from J15a of the M1
Access to Rail	2	The site has access to two W10 gauge route sections, the

		Fast Lines via Weedon and the Slow Lines via Northampton.
Vehicle access routes	2	Site access will be taken directly off the A43 with no need to travel through either Milton Malsor or Blisworth.
Site size	2	291Ha
Site shape	2	The site has large regular areas capable of accommodating multiple large floorplate buildings, with long straight sections of site adjacent to rail infrastructure
Topography	2	The site is largely flat with little earth working required to achieve level rail access.
Proximity to and potential effects on residential or other sensitive land uses	0	The site is close to residential properties along Northampton Road. However, the parameters plan, master plan and assessment work in the draft PEIR show that there is adequate provision to ensure potential effects can be mitigated.
Total	11	

8.5 In relation to local policy designations and planning status, For the most part, the site does not have any designations within the South Northamptonshire Local Plan (1988-2006). Notwithstanding this, a small area of the site located to the east of the Northampton Loop Line is designated as being within an Important Local Gap. On the basis of the current proposals, it is not considered that the scheme will conflict with this designation. The site does not have any extant planning permissions of relevance. However, as is the purpose of this application, the site is being promoted as an SRFI.

8.6 This site performs well on access, size, shape, and rail connectivity. The key issues are its slightly longer distance from the main motorway junction and its close proximity to a small number of residential properties, albeit mitigation can be provided to reduce the likely impact.

9. Stage 5: Comparative Assessment

9.1 The preceding sections of this report have identified the following sites as being notable high scores for further consideration.

Table 9.1: Site Summary

Site Number	Site Name	Site Score
-	Rail Central	11
15	Northampton Gateway	11
5	Land at Burbage Common	11
9	Kilsby North	9
25	West Midlands Interchange	9
24	Etwall Common (East Midlands Intermodal Park)	7

9.2 This section of the report considers those sites in more detail and compares them to Rail Central.

Etwall Common (EMIP)

9.3 This site is located close to Derby alongside the A50 and A50/A38 junction. It is close to a number of employers in the region including JCB, Nestle and Toyota. The site scores moderately well on the standard matrix, and has potential to operate as a rail freight terminal.

Site Capacity

9.4 The site is approximately 255 ha and is a sufficient size for a SRFI. There is currently a waste water treatment facility on site, a composting facility, an existing flood attenuation pond, three residences and overhead electricity lines (x2) supported by steel lattice pylons across the north of the land which would need to be relocated for development to proceed. A number of residential properties adjoin the site boundary. Parts of the site have been subject to previous gravel extraction which has been filled in through licensed waste tipping. In the past the majority of the land has been used for intensive sewage sludge recycling and as such is unsuitable for growing crops direct for human consumption. As a consequence the land is used to grow crops for biofuels or animal feed uses only. As such, while the site is of sufficient size, there are on-site constraints that are likely to add significantly to the cost of bringing this site forward.

9.5 This site was not considered in the DIRFT assessment as the latter focussed on a much smaller adjacent site (93,000sqm). The DIRFT assessment notes that there would be a resulting focus on regional rail need, with the site serving urban areas primarily to the north.

9.6 The DIRFT assessment was undertaken in 2012. Since then, this site has been notified as an NSIP project and the site promoter, Goodman has begun informal consultation on a proposed intermodal facility which could provide up to 6m sqft of floorspace. This is more comparable to the scale of the DIRFT and Rail Central proposals.

9.7 Various site layout options – which showed how the proposed warehousing could be arranged and effectively served by rail access as well as ensuring residential amenity, were the subject of non-statutory consultation between May and July 2014.

Topography

9.8 The site generally slopes from around 62m above ordnance datum (AOD) in the north eastern corner to around 50m AOD in the south west corner. Along the southern boundary on Carriers Road, the land rises up to form a ridge line that obscures views further into the site when viewed from the road. The A38/A50 junction and the associated earthworks also provide some screening of views into the site.

9.9 Topographical variations across the site are unlikely to impact on site capacity.

Rail Infrastructure

9.10 The site is located adjacent to the Derby to Stoke line which broadly runs through the centre of the site. The railway is located on an embankment and therefore significant earthworks would be required in order to create a widened embankment for reception lines. The various design options presented in 2014 suggest the proposed intermodal terminal centrally located within the site with alternate options for a railhead to located on the east or western part of the site (or both). The existing railway provides direct access to the Birmingham to Burton line at the Derby end which provides a route to locations in the north and also to the Midland Main Line at Sheet Stores Junction near Long Eaton. Network Rail has confirmed that the site is cleared to W10 gauge southeast to where it joins the existing W10 gauge Birmingham - Derby line. W7 gauge exists northwest of EMIP to Crewe.

Road Infrastructure

9.11 The site is bordered by the strategic road network to both the north and the east of the site (the A50 and A38). The site does not have any existing access to either of these roads and current masterplan options propose access via a new junction on the A50 and direct access onto the A38/A50 junction. The DIRFT site assessment also noted that the Highway Agency had (at that time) raised concerns about the safety implications of the potential access arrangements and the congestion levels that could result.

9.12 Existing public transport in the area is limited to longer distance services and express routes between settlements. Investment in new bus services would offer the potential to sure sustainable links to nearby settlements such as Burton and Derby.

Environmental

Landscape/Visual

9.13 The site does not contain or lie close to any statutory landscape areas such as National Parks or Registered Parks or Gardens. With the exception of existing development on site, the landscape is relatively flat and open predominately comprising large agricultural fields.

9.14 The visual impact arising from SRFI development is likely to be significant most obviously from the perspective of existing residential properties located around the edges of the site and public footpaths that run to the site boundary. The edge of Etwall and Egginton – the nearest villages to the site approximately 0.5km and 0.7km away will have part direct and part filtered views of the development. Other villages further away are likely to be partially or fully obscured by intervening vegetation. Others receptors such as road users may experience an impact

however; this is something that would need to be confirmed as part of additional survey and site assessment work.

Heritage

9.15 There are no designated heritage assets on the site although there are numerous Conservation Areas which surround the site; three of which have direct views into the site. These include the Trent and Mersey Canal Conservation Area - an important ecological corridor and popular route for walkers, anglers and cyclists which presents views towards the site at various points along the canal; Repton Conservation Area, approximately 2.3km from the site which have views towards the site from the northern edge of the Conservation Area; and Newton Solney Conservation Area which lies approximately 2.6km from the site at its closest point and has some long views across the site. The only listed building which has any potential relationship with the site is Willington House Farmhouse (Grade II Listed) on Etwall Road.

9.16 The prevailing cultural heritage of the site and immediate surroundings does not indicate that the SRFI development would present any significant adverse local impacts. A geo-physical survey over part of the site found only limited evidence of archaeological assets to be preserved with modern activities likely to have removed any archaeological remains over slightly more than a third of the site.

Air Quality/Noise

9.17 The site is fairly well isolated with only those residential properties which border the site likely to be affected by the proposals. With the proposed site access being identified at the opposite end of the site from these properties, no significant air quality or noise impacts are likely to arise from the development. The site is not located within an Air Quality Management Area.

Biodiversity

9.18 The site consists primarily of large arable fields with associated hedgerows and narrow field margins with strands of semi-natural woodland and areas of grassland and tall ruderal vegetation. A number of ponds exist within and outside the site. Surveys undertaken in 2013 indicate great crested newts are not present on the site; however the scoping opinion for the SRFI proposals indicates that subsequent surveys have revealed the presence of a small population of two great crested newts to be present in two ponds in woodland located in the southern part of the site. Other surveys reveal that presence of bats, reptiles (grass snake, common lizard and slow worm), a wide assembly of winter birds (of no more than county level value) and common invertebrates. Redevelopment of the site for an SRFI is likely to give rise to some significant impacts that will need to be adequately mitigated.

9.19 The nearest statutory designated site is Hilton Gravel Pitts SSSI approximately 1.4km to the north west which designated for its range of breeding birds and overwintering wildfowl. The designated site is not considered to provide significant constraints to development.

9.20 No detailed agricultural land classification surveys is publicly available but the scoping report indicates detailed surveys if similar land locally have identified Subgrade 3b (moderate)

Land Use Policy

9.21 The South Derbyshire Local Plan (Part 1) was adopted in June 2016 while the Local Plan (Part 2), covering non-strategic housing allocations and development management policies, was adopted in November 2017.

9.22 Policy INF3 sets out the detailed criteria which SRFI proposals are required to comply. The criteria references to rail access arrangements, vehicular access arrangements and a range of environmental issues.

Other

9.23 The site is located within Flood Zone 2.

Conclusions

9.24 The project was subject to informal consultation with a timeline for commencing formal consultation in May 2014, with submission of the application in Spring 2015. The development was subject to a screening request and opinion in Summer 2014 and screening opinion was issued by the PINS in September 2014.

9.25 The latest project update available on the PINS website confirms that the applicant has not yet set a timetable for the project. However previous updates on the PINS website dated September 2016confirmed that the developer was preparing a SOCC and intended to formally consult in late 2016 / early 2017. It noted that technical rail work (GRIP stages 1 and 2) were complete and the submission of the application was to be anticipated in the first quarter of 2017. No further update on the project has been provided on the PINS website or the SRFI website. While this in itself is not problematic, it does suggest that the project remains in the initial phase of development, with the creation of SRFI facilities not likely to be delivered in the immediate future. Comparison with Rail Central suggests that it is at least eighteen months behind in programme terms.

9.26 In the alternatives assessment presented during the stage 1 consultation process for Etwall Common, it was noted that this site would address a more northerly market area than Rail Central, centred on an area of existing manufacturing (Toyota, JCB, Nestle, Rolls Royce, Bombardier). This is still considered to be the case, particularly in respect of Toyota whose factory is located immediately north of the site. The site also has limitations as it is more distance from the motorway network than Rail Central, despite there being good A Road access to the M1.

9.27 This site is considered to be a good SRFI site and it is being promoted by a reputable logistics developer. However, it is located significantly further north than Rail Central in the search area, and is therefore likely to attract interest from a more northern catchment (focussing upon Derby and Nottingham to the north) as well as catering for potential local demand from an existing cluster of operators. Furthermore, its distance from the strategic road network, and existing rail gauge issues, taken with the low score achieved on the scoring matrix in comparison to Rail Central, the site is not particularly high performing for SRFI development. Notwithstanding this, should the site come forward as a SRFI, it could become complementary to Rail Central due to its geographical differentiation.

West Midlands Interchange

9.28 The West Midlands Interchange (WMI) site is approximately 10km to the north of Wolverhampton and immediately west of Junction 12 of the M6 in South Staffordshire.

9.29 A large proportion of the land is under agricultural use with other notable areas of mineral workings in the east and woodland (Calf Heath Wood) towards the centre of the site. Existing residential properties are located along Croft Lane and the A5 around the northern part and

boundary of the site, with further farming and residential properties positioned around or close to the site boundaries.

9.30 The WMI site is currently characterised by a large area of sand and gravel mineral extraction within the east known as Calf Heath Quarry; a patchwork of agricultural fields with hedgerows and trees to the west and south of this and an area of mixed woodland known as Calf Heath Wood.

9.31 The development of a SRFI on the site is currently in the consultation stage, with a full DCO submission expected to be issued to the PINS in Q2 of 2018. Through the consultation process, detailed information has been made available, which has permitted a more detailed review of the site.

Site Capacity

9.32 The site is approximately 297ha. The current masterplan includes a full-length rail terminal located directly adjacent to the WCML and sufficient space for up to 743,200sqm of warehousing, as well as significant strategic landscaping and open space as confirmed in the information submitted in support of the Stage 2 consultation.

Topography

9.33 The topography of the site is relatively level, with localised topographical features associated with the canal cutting, railway and quarry workings. Notwithstanding this, there is deemed to be a significant level change between the site and the WCML.

Rail Infrastructure/ Capacity

9.34 The site has over 2km of frontage onto a suitable main line (WCML branch via Penkridge, W10 gauge and electrified) and thus able to accommodate main line access from either direction of travel and on-site stabling / handling sidings running parallel with the main line.

Road Infrastructure

9.35 The WMI site has direct connections to the strategic highway network via the A5, which provides onward connectivity to Junction 12 of the M6 as confirmed in the draft PEIR for the development. The main access to the WMI site for vehicular traffic would be via the A5 and would be provided between Junction 12 of the M6 and the Gailey Roundabout. The other principal means of access will be onto the A449 for vehicles travelling to the M54 and Wolverhampton. There would be a secondary access from the site to Vicarage Road which would give access to the southern element of the site, provide an access for local employees and act as an alternative route to the M6.

9.36 There is a considerable variance in levels between the site and the WCML. Providing adequate access from the rail line will therefore require significant levelling works to be undertaken.

Environmental

Landscape/ Visual

9.37 A large proportion of the land is under agricultural use with other notable areas of mineral workings in the east and woodland (Calf Heath Wood) towards the centre of the site. The existing Four Ashes Industrial Area lies outside the site to the south, contained between the railway and the canal. Existing residential properties are located along Croft Lane and the A5

around the northern part of the site, with a number of other farming and residential properties positioned around or close to the site boundaries.

9.38 The draft PEIR confirms that the character of the site is affected by a number of significant features including its current uses as predominantly arable farming, quarrying and Calf Heath Wood, as well as by the influence of features surrounding and crossing the Site including the canal, railway, roads and dwellings, and the industrial area of Four Ashes.

9.39 The draft PEIR confirms that a number of significant adverse temporary effects have been identified on visual receptors during construction, notably Minor/Moderate to Major adverse effects on certain properties within view of the proposals, and Moderate to Major adverse effects on the canal towpath and Calf Heath reservoir. It is however anticipated that these effects will reduce during the completed development phase of the SRFI.

9.40 Furthermore, the draft PIER confirms that the development will give rise to significant landscape effects (moderate to adverse) and result in significant visual impacts during construction and operation with effects reducing as new planting matures. There changing character of the site will have a significant effect on the existing openness of the Green Belt.

Cultural Heritage

9.41 The draft PEIR confirms that several historic features associated with the canal are located within or near the site. These comprise the canal itself, lock keeper's cottages including the Grade II Listed 18th century Round House located between two of the land parcels west of Gailey along the northern edge of the site. Adjacent to the Round House, Gailey Wharf is a Grade A locally listed building which includes a restored 18th century revolving crane. Furthermore, the Canal itself is a Conservation Area and runs through the site.

9.42 The draft PEIR notes that the proposed SRFI will change parts of the existing seeting of the canal, which will cause some, but less than substantial harm to the conservation area. Additionally, the development will require the demolition of a locally listed Grade B farmhouse.

Air Quality/ Noise

9.43 Defra online mapping and the draft PIER indicate that the site is not located within an Air Quality Management Area (AQMA). The site however has a number of residential receptors in close proximity. These include properties to the north of Vicarage Road, east of Croft Land and south of the A5.

9.44 Given the nature of a SRFI site and the proximity of these sensitive receptors, it is likely that air quality levels at these receptors will be impacted. The level of this impact will need to be defined upon submission of the final DCO application. These impacts were not identified in the draft PIER submitted as part of the stage 2 consultation.

9.45 Notwithstanding this, the draft PEIR confirms that resulting noise levels from the development would have adverse effect for the closest properties. A noise insulation scheme is therefore proposed for the most affected properties.

Biodiversity

9.46 The draft PIER confirms that there are no international or national designated sites for nature conservation located on or adjacent to the site. Without mitigation, there is the potential for development of the site to affect protected species. The draft PEIR confirms that surveys at the

site have recorded the presence of several protected rare, declining or notable species including:

- Great crested newts and other amphibians;
- Birds, including breeding birds;
- Farmland birds and water birds;
- Invertebrates;
- Several species of bats; and
- Terrestrial mammals including badgers, hedgehogs and otters.

9.47 The draft PEIR confirms that as a result, significant residual effects in the operational phase have been identified, albeit at a site or local scale. This is in part balanced through the provision of significant new and enhanced habitat including the Green Infrastructure framework. A small number of veteran trees and 'future' veteran trees would be lost as a result of SRFI development.

9.48 Furthermore, it is noted within the draft PEIR that a number of veteran trees will be lost as a result of the proposed development.

Land Use Policy

9.49 The WMI site lies within Green Belt land and in accordance with the National Planning Policy Framework, there is a requirement to demonstrate that very special circumstances exist to justify inappropriate development. Paragraph 1.78 of the NPS is clear that infrastructure projects may comprise inappropriate development which is, by definition harmful to the Green Belt and for which there is a presumption against development, except in exceptional circumstances.

Other

9.50 According to the Environment Agency flood maps for planning, the WMI site is located within Flood Zone 1 and therefore has a 1 in 1,000 annual probability of tidal/ fluvial flooding. Notwithstanding this, Environment Agency data suggests that the site may be susceptible to surface water flooding.

Conclusions

9.51 On the scoring matrix, the site scored 9 points. Measuring 297Ha, the site is a considerable size and has minimal constraints that could restrict the future delivery of the site. Notwithstanding this, there is a significant level change between the West Coast Main Line and the surrounding site area. Gaining suitable rail access will therefore require significant levelling works to be undertaken. From recent consultation information it is understood that this level change can be addressed.

9.52 A SRFI proposal is currently coming forward on the site, whilst information provided within the draft PIER for this site has been used to inform this assessment and work is progressing on an application through the DCO process.

9.53 The draft PEIR for the development discusses the various impacts that are a result of the proposals. These primarily include adverse impacts on heritage, ecology and nature, landscape and noise and the proposals have sought to mitigate and minimise where possible in accordance with the NPS.

9.54 The key differences in the scoring of the site against the Rail Central scheme are that WMI has closer access to the Motorway, whilst Rail Central has access to two W10 rail lines.

9.55 Having access to two W10 railway lines allows Rail Central to offer services to the emerging Express Freight market, which allows it to better utilise the faster moving West Coast Main Line. This is a clear distinction between the two sites which suggests that Rail Central is more adaptable to anticipated future changes in the rail freight market.

9.56 Whilst access to the motorway is closer at the West Midlands Interchange scheme, this is only marginally better than the Rail Central scheme, where routes utilise A roads and do not pass through predominantly residential areas. Conversely, access to two W10 rail lines is considered to be a much greater advantage.

9.57 Furthermore, from a planning policy perspective, the WMI is located within the Green Belt. This sets a requirement on the forthcoming DCO application to demonstrate very special circumstances for the release of land from the Green Belt and subsequent departure from the development plan. This factor further separates WMI and the Rail Central scheme, with Rail Central again being preferable from a planning policy position.

9.58 Providing that the planning basis for providing an SRFI on land in the Green Belt can be adequately justified, WMI is a relatively high scoring site. Much like the sites assessed beforehand, WMI would operate in a very separate market area to Rail Central. Therefore, the site should be considered to be a complementary SRFI site, as opposed to an alternative to Rail Central.

Kilsby, North

9.59 This site is located approximately 5km to the south east of Rugby. It was also identified in the DIRFT III Alternative Site Assessment as site 6 Kilsby North. The site area is approximately 238 Ha.

9.60 The southern area of the site would have limited capacity for new trains as freight trains would need to use the WCML which is faster moving and less suitable for standard freight trains, other than at night. The northern section is considered to be capable of accommodating a limited form of rail freight development. However, the shape of the site creates limitations on rail layout which would affect path availability for other passenger and freight trains, and leaves little site capacity to accommodate warehousing as well as an intermodal facility. The details of the site are assessed below, but it is interesting to note that the DIRFT III Assessment discounted the site from its short list stage on this basis.

Site Capacity

9.61 The site is approximately 238Ha in area and is therefore sufficient to accommodate a SRFI. The site is primarily in agricultural use and is subdivided into a number of field parcels. Notwithstanding this, there are a number of small farm holdings and individual detached

residential dwellings located within the site. The northern area of the site also includes Hamilton Wharf, which is a small marina, linking directly to the Oxford Canal.

9.62 Hillmorton, which is a residential suburb of Rugby, is located directly adjacent to the north west of the site. Furthermore, the settlement of Kilsby is located directly to the south of the site.

9.63 The site is not presently being promoted as a SRFI, on this basis, there is limited information regarding the possible capacity to deliver such a development. Notwithstanding this, considering the size of the site, this is not considered to be a constraint.

Topography

9.64 The site is considered to be relatively flat, higher ground is primarily located to the east of the site, which is approximately 124m AOD. From this location, the topography gently slopes downwards towards the north west, reaching approximately 102m AOD where the site intersects the Oxford Canal.

9.65 The general topography of the site is unlikely to impact upon the deliverability of a SRFI.

Rail Infrastructure/ Capacity

9.66 The WCML runs through and dissects the site; generally, the site is at a lower level than the rest of the site. Furthermore, the WCML Northampton Loop forms the northern boundary of the site. The DIRFT Assessment confirmed that a new access point onto the WCML Northampton Loop line would be required, whilst the use of the existing DIRFT I crossing would also be required.

9.67 As a result and again as confirmed by the DIRFT Assessment, this would create a requirement to accommodate the rail infrastructure (including the necessary 775m siding) within the narrow triangle of land between the WCML and WCML Loop. The limited size of this triangle (approx. 67ha) would make accommodating both 750m sidings and a terminal facility very difficult to achieve. Even shorter starter sidings (i.e. less than 750m) would be very difficult to accommodate.

9.68 Additionally, due to the variances in height between the site and the WCML, significant earth works would be required to ensure adequate rail access could be achieved.

9.69 On this basis, although the site is within close proximity to rail infrastructure, it would be difficult to achieve the necessary standards required to support a SRFI development.

Road Infrastructure

9.70 All routes bounding the site are single carriageways. Access to the M1 is currently along the A428, which becomes a dual carriageway where it meets DIRFT I. However, to access this road from the eastern section of the site will require a bridge over the railway or upgrading works to the A5.

9.71 Access via the B4038 to the south of the site is not considered suitable, this would require major road improvement works within the settlement of Kilsby. Furthermore, it is likely that the use of this route would cause a major disturbance to the settlement.

9.72 Additional assessment work may determine that access to the site could be achievable, however it is likely to require significant upgrading works to the highway network.

Environmental

Landscape/ Visual

9.73 The site does not contain or lie in close proximity to any statutory landscape areas such as National Parks or Registered Parks or Gardens. With the exception of some existing development on the site and the dissecting railway line, the site is relatively flat and open predominantly comprising large agricultural fields. The development of an SRFI site would therefore significantly impact upon the existing landscape of the site.

9.74 The most obvious adverse impacts will be experienced by existing residential dwellings situated adjacent to the site boundary. Furthermore, visual impacts will also be experienced from the many public footpaths, which are located within and adjacent to the site.

9.75 As a result of road and rail routes being in close proximity to the site, users of these routes will see the development as they pass by, and this will be negative visual impact, albeit transient for those receptors.

9.76 Through the design of a scheme, it is envisaged that some of these impacts could be mitigated, however, it is inevitable that some landscape and visual impacts will be incurred.

Cultural Heritage

9.77 There are no designated heritage assets within the site, however the Oxford Canal within the north of the site is a Conservation Area. Furthermore, there are a number of listed buildings that are in close proximity to the site boundary. These include the following:

- A large number of primarily Grade II listed buildings within the settlement of Kilsby;
- The Grade II listed Wharf Farmhouse located directly adjacent to the north west of the site; and
- The scheduled ancient monument of Watling Street Roman Road, situated to the east of the site.

9.78 Given the proximity of these heritage assets, it is probable that a SRFI development on this site will create some impact on setting. Notwithstanding this, it should be possible to implement some form of mitigation against any negative impacts. From an initial appraisal it is not evident that heritage constraints would restrict the development of the site as a SRFI, however their proximity would need to be considered in designing a scheme.

Air Quality/ Noise

9.79 For the most part, the site is relatively detached from sensitive receptors. Notwithstanding this, residential properties that do lie in close proximity to the site would be likely to experience adverse air quality and noise impacts..

9.80 Again, as with heritage implications, it is envisaged that both of these matters can be mitigated through the careful design of a SRFI development on the site.

Biodiversity

9.81 The site consists of primarily large fields with associated hedgerows and narrow field margins, with strands of semi natural woodland. There are no statutory biodiversity or ecological designations on the site or within close proximity.

9.82 Although additional assessments would need to be undertaken to ascertain the biodiversity credentials of the site, this initial appraisal does not demonstrate that it will cause any major constraints to the delivery of a SRFI on the site.

Land Use Policy

9.83 A small portion of the northern element of the site is located within Rugby Borough Council and is therefore covered in the Rugby Core Strategy. It is part of a wider allocation for an Urban Expansion. Adjacent to the proposed Urban Expansion is another allocation, indicating the presence of a Regionally Important Geological Site.

9.84 The remainder of the site is located within the area covered by the Daventry Local Plan and the West Northamptonshire Joint Core Strategy (pre submission version). The Daventry Local Plan indicates the presence of a footpath in the vicinity of the northern corner of the site, although the policy relating to this allocation has not been saved. There are no other site specific allocations in the Daventry Local Plan. The West Northamptonshire Joint Core Strategy contains no policy allocations for this part of the site.

Other

9.85 No relevant extant planning permissions or current planning applications have been identified. However, the Council refused an application for 99 dwellings on the site (LPA ref. DA/2015/0830) in November 2015. The application was refused for being outside the settlement boundary, consisting of unsustainable development, design grounds and for its impact to surrounding landscape and heritage assets. This indicates that in bringing forwards an SRFI on the site, the development would need to overcome a number of possible constraints.

9.86 The entirety of the site is located within Flood Zone 1 and therefore has a 1 in 1,000 annual probability of tidal/ fluvial flooding.

Conclusions

9.87 This site scored 9 points on the scoring Matrix. It is clearly a strong site which has the characteristics of a good potential rail freight site.

9.88 This site was considered in detail in the DIRFT III assessment. That assessment considered a larger site, the northern part of which is included in this assessment. The southern part of the site assessed by the DIRFT III team was discounted from their analysis.

9.89 The DIRFT III assessment considered that this northern section of the site was considered to be capable of accommodating a limited form of rail freight development. However, it concluded that the shape of the site created limitations on rail layout which would affect path availability for other passenger and freight trains, and left little site capacity to accommodate warehousing as well as an intermodal facility.

9.90 This site clearly has merit as a SRFI location. However, this site scores lower than Rail Central and has acknowledged technical difficulties in delivering a similar quantum of rail served floorspace. Based on the scoring matrix and the above analysis, Rail Central may appear to be

the better SRFI site; however Kilsby North still represents a good alternative and potentially complementary site for SRFI development.

Land at Burbage Common, Hinckley

9.91 Consisting of an area of approximately 222Ha, the site at Burbage Common is located to the west of the M69. The north and north western boundary is defined by the Leicester to Nuneaton railway line, which has the capacity for W10 gauge trains. The settlement of Hinckley is located approximately 3km to the west of the site.

9.92 Notification has recently been submitted to the PINS by DB Symmetry (Hinckley) Limited confirming the intention to submit a DCO application for a SRFI on the site. Information presented on the PINS website states that the proposals are to include railway sidings and freight transfer area alongside the two-track railway between Hinckley and Leicester and a dedicated road access directly from junction 2 of the M69 motorway comprising the addition of a northbound off-slip and a southbound on-slip to this junction, which currently caters only for motorway traffic heading to and from the north.

9.93 Assuming the proposed vehicular access arrangements from the M69 are achievable and viable, the site scores well in the assessment.

Site Capacity

9.94 The site is approximately 222Ha and is therefore of sufficient size to accommodate a SRFI. The site is predominantly in agricultural use and subdivided into a number of different field parcels. Notwithstanding this, there are a number of singular detached residential dwellings and small farm holdings on the site. A small area within the south of the site is also occupied by a permanent traveller site. Residential dwellings associated with the village of Elmesthorpe are located to the north east of the site boundary.

9.95 As the site is in the early stages of being promoted for a SRFI, there is limited information currently available regarding its possible layout. Notwithstanding this, based on the site area it is envisaged that a SRFI can be accommodated alongside necessary mitigation measures to lessen the impact of the proposals.

Topography

9.96 The site generally slopes from around 112m AOD in the southern corner, to around 90m in the north. The M68, which runs along the sites eastern boundary, fluctuates from being above and below the general height of the site. Again, the railway line running along the sites northern and north western boundary fluctuates from being above and below the general height of the site.

9.97 The general topography of the site is unlikely to impact upon the delivery of a SRFI in this location.

Rail Infrastructure/ Capacity

9.98 The W10 gauge Leicester to Nuneaton railway line runs adjacent to the north and north western boundary of the site.

9.99 There are areas within the site boundary where the topography of the railway line and site are broadly level. Direct accesses to the railway line from parts of the site are blocked due to the location of Burbage Common Road. Adequate access should however be achievable from the

northern site area. It is therefore envisaged that with some earthworks, reception lines into the site could be created. Albeit, detailed design work would need to be undertaken to demonstrate that this is feasible.

Road Infrastructure

9.100 The eastern boundary of the site is defined by the M69 with access possible from junction 2, which is located directly adjacent to the south eastern corner of the site. No detailed analysis of this junction has been undertaken, however it is anticipated that significant improvements are proposed comprising the addition of a northbound off-slip and a southbound on-slip to this junction, which currently caters only for motorway traffic heading to and from the north.

9.101 If these proposals ultimately prove unviable, the site would therefore need to gain access to the B4669 in the first instance. This would then provide onward connection to the M69. In doing so, the B4669 would need considerable improvement works. Furthermore, achieving direct access to the B4669 from the site is constrained by proximity to two existing permanent residential caravan sites and dense areas of woodland habitat.

9.102 Alternative access routes (approximately 5-10km additional distance to access J2) could be achieved at the north of the site although this area is similarly constrained by motorway embankments and a number of residential and commercial properties.

9.103 On this basis, although the strategic road network is within close proximity to the site, access to it will likely require significant investment in road infrastructure to create a suitable access. Detailed feasibility, design and mitigation work will therefore need to be undertaken to establish the means of achieving access.

Environmental

Landscape/ Visual

9.104 The site does not contain or lie in close proximity to any statutory landscape areas such as National Parks or Registered Parks or Gardens. With the exception of existing development on the site, the landscape is relatively flat and open, predominantly comprising large agricultural fields.

9.105 The development of a SRFI would be likely to affect the existing landscape of the site, in comparison to the existing nature as predominantly land in agricultural use. However, the actual impacts of this would only be established following a detailed analysis of landscape and visual impact issues.

Cultural Heritage

9.106 There are no designated heritage assets within the site, although the conservation area of Aston Flamville is located approximately 1km to the south of the site. Furthermore, there are a number of listed buildings which are in close proximity to the site boundary. These include:

- Three Grade II listed properties to the north of the site;
- A cluster of Grade II listed properties within Aston Flamville;
- A series of Grade II and II* listed properties within the settlement of Hinckley;

- A cluster of Grade II and II* listed properties within the settlement of Stoney Stanton; and

- A cluster of Grade II properties located within the settlement of Sapcote.

9.107 It is anticipated that given the scale of the proposed site many of the views from the historic designations can be mitigated. The full extent of any impacts would however only be established following a full assessment of development on the site.

Air Quality/ Noise

9.108 For the most part, the site is fairly well isolated with only residential properties that are in close proximity to the site likely to be affected by the proposals. With regards to properties to the north of the site, it is envisaged that measures can be undertaken to mitigate against air quality and noise.

9.109 However, the permanent caravan sites to the south of the site are likely to experience some detrimental air quality and noise impacts. The extent of these impacts will only be established following a detailed assessment as part of the emerging scheme.

Biodiversity

9.110 The site consists primarily of large arable fields with associated hedgerows and narrow field margins with strands of semi-natural woodland. Notwithstanding this, the site is in close proximity to the following statutory designations:

- Adjacent to Burbage Wood and Aston Firs SSSI to the south; and

- Adjacent to Burbage Common and Woods Local Nature Reserve to the south.

9.111 Due to the close proximity of these designations, the design of the SRFI scheme will need to be carefully considered. However, given the size of the site, it is envisaged that mitigation measures can be implemented in the south of the site to reduce the impact on these designations.

9.112 Detailed agricultural land assessments and ecological surveys will need to be undertaken alongside the promotion of the site as a SRFI.

Land Use Policy

9.113 The site in its entirety is designated as being located within the 'Countryside'. This designation generally restricts against widespread development. Albeit, this designation does not carry the same restrictive weight as a Green Belt designation.

9.114 No relevant extant planning permissions or current planning applications have been identified on the site that would restrict the future development of the site as a SRFI.

Other

9.115 A small area within the north of the site is located within Flood Zone 2; however it is not considered that this will detrimentally impact the delivery of the site as a SRFI. The remainder of the site is within Flood Zone 1 and therefore has a 1 in 1,000 annual probability of tidal/ fluvial flooding.

Conclusions

9.116 The site generally scores well on most measures within the scoring matrix. It is at the early stages of being promoted as a SRFI by a reputable logistics developer. It is within close proximity of the strategic highway network, with proposals to secure access on to the M69, and has access to a W10 rail line.

9.117 Land at Burbage Common achieves the same score in the matrix as Rail Central, which is a reflection of the sites location in proximity to important transport infrastructure and the lack of environmental constraints identified on the site. Notwithstanding this, the site is only at the early stages of being promoted for SRFI development. As such, limited information regarding the proposals has been available to fully assess the potential SRFI scheme at Burbage Common.

9.118 However, this analysis has highlighted a number of key issues that will need to be addressed through the detailed design of the scheme. These include the proximity to sensitive biodiversity designations, impact on the permanent caravan sites to the south and the ability to find a feasible access route to the site.

9.119 Notwithstanding this, although the site has been identified within this alternative site assessment exercise, it is almost 50km to the north west of Rail Central. It is therefore likely to function in a different market area, attracting from a more northern market.

9.120 Although the site at Burbage Common may be a good SRFI site on its own merits, this can only be confirmed upon the review of more detailed information when it is available. For these reasons and similarly to the other sites considered as part of this assessment, Land at Burbage Common could function as a complementary SRFI to Rail Central.

Northampton Gateway

9.121 The site is located between the M1 motorway to the east (near J15a) and the WCML to the west, to the south east of the settlement of Milton Malsor. The site is being advanced through the DCO process as a SRFI proposal by the promotors and applicant for the proposals, Roxhill (Junction 15) Ltd. The proposals have been subject to a Stage 2 public consultation process which was held between 9th October until 24th November 2017. A further focused consultation was held between December and February 2018.

Site Capacity

9.122 The site comprises an area of 210ha (main site). The most recent masterplan shows a scheme with 5m sqft[38] of logistics space and a single connection to the Northampton Loop. In comparison, Rail Central will provide 7.4m sqft of logistics space and has two direct connections and full inter-connectivity, to the Northampton Loop and the West Coast Mainline. The Northampton Gateway proposal also includes road infrastructure including a new bypass to the village of Roade, improvements to Junction 15 and 15A of the M1 motorway, the A45, and other highway improvements at junctions on the local highway network.

Topography

9.123 The site generally slopes from the west to east; at its peak along the western boundary, elevations are approximately 102m AOD, falling to its lowest elevation of approximately 80m

[38] Proposals include 1.6msqft of mezzanine

AOD with the shallow valley associated with the Courteenhall Brook along the south eastern boundary which flows to the north east.

Rail Infrastructure

9.124 The western boundary of the site is defined by the WCML Northampton Loop (W10 gauge) running from London to Scotland serving the West Midlands, North Wales and the North West, providing the site with excellent rail connectivity. The SRFI proposals intend to capitalise on this proximity, with direct connection to the WCML Northampton Loop (W10 gage); providing a set of three 775m reception sidings; a 775m headshunt and run round loop to permit shunting moves around the site; a three track intermodal terminal (775m); rail connections to four warehouses; and a rapid rail freight terminal. There are connections to both the southbound and northbound lines in both directions enabling trains being able to enter and leave the site in both directions.

Road Infrastructure

9.125 The proposal also includes road infrastructure including a new bypass to the village of Roade, improvements to Junction 15 and 15A of the M1 motorway, the A45, and other highway improvements at junctions on the local highway network. A detailed Transport Assessment has yet to be completed but the draft PEIR indicates that J15 is operating well over its design capacity (27% above) and a congestion 'hot-spot'. The SRFI proposes an upgrade to Junction 15, lane widening and new signals at J15A and new bypass for Roade. It is asserted that highway modelling demonstrates that this package of works would remove congestion on the highway network (particularly at M1 Junction 15 and 15A and at Roade). Existing traffic would reassign to principal road networks consisting of the A508 between the A5 and M1 Junction 15 and the 15A and thereby lead to a consequential reduction in traffic on many of the surrounding roads.

Environmental

Landscape /Visual Impact

9.126 There are no statutory landscape designations that cover any part of Northampton Gateway other than the Roade Bypass extending into the edge of a locally designated Special Landscape Area largely located to the south east of Roade.

9.127 The draft PEIR accepts that the proposals would represent a significant change to the existing landscape not only built development but also through the provision of bunding and green infrastructure and concludes that over time, receptors will experience moderate adverse significant landscape or visual effects.

Cultural Heritage

9.128 The draft PEIR identifies 51 listed buildings within 1km of the main site along with two buildings within the main site which are considered to be non-designated heritage assets. The draft PEIR also identifies a number of heritage assets surrounding the bypass corridor. There are also three Conservation Areas and a Registered Park and Garden located within 1km of the site.

9.129 Notwithstanding the fact that the draft Heritage Chapter of the PEIR is incomplete, it concludes that the proposal is likely to give rise to minor to moderate adverse significance of effects to a number of identified heritage assets and a negligible adverse effect on the Malton Malsor, Roade and Collingtree Conservation Areas.

Air Quality/Noise

9.130 In terms of noise impacts the draft PEIR suggests that no significant adverse effects are anticipated from operational rail noise or vibration, or road traffic associated with the site or the proposed Roade bypass.

9.131 There are two Air Quality Management Areas (AQMA) close to the site and the primary focus of air quality monitoring is nitrogen dioxide (NO_2). NO_2 is closely associated with major roads with the closest AQMA being on the M1 adjacent to the site and extends along stretch of motorway running north-west from Junction 15 and around Collingtree to the east of the M1. The other AQMA of relevance is on the A45 at Wooton to the north of Junction 15.

9.132 The draft PEIR indicates that the proposals will reduce HGV miles on the national network and therefore potential improvements at a number of AQMA's across the UK – mostly on the strategic network and key ports. At a local level, the will the proposals will generate more traffic, the draft PEIR indicates that overall impact on air quality is anticipated to be minor.

Biodiversity

9.133 The site is dominated by arable farmland and boundary hedgerows, with areas of grassland, scattered woodland blocks, mature trees and ponds. There are no statutory designated sites within or adjacent to the site but the Upper Nene Valley Gravel Pits Special Protection Area (SPA)/Ramsar site is located approximately 5km to the west of the site. The Roade Cutting Site of Special Scientific Interest (SSSI), which is geological (not ecological) interest, falls within the boundary of the bypass corridor. There are no non-statutory Local Wildlife Sites (LWSs) within the boundary of the site. There are a number of potential LWSs (pLWSs) within the boundary of the site including 236/Unnamed pLWS of Highgate Wood, Roade Cutting pLWS and Roade pLWS. Protected or notable species present include badgers, roosting and foraging bats, farmland and woodland birds, great crested newts (GCN), invertebrates, common lizard, grass snake and otter.

9.134 The consultation material indicates that the significant habitat losses resulting from development will be off-set through the re-creation and favourable management of hedgerows, trees, grassland and wetland features. It is indicated that where appropriate, the most sensitive habitats (hedgerows and neutral grassland) will be retained by translocation into the part of the sites green infrastructure. This would be a significant undertaking and appears impractical over an extensive site area. Residual impacts are stated as negligible with the only significant residential impact arising in on farmland birds and wintering birds at a local level. Regarding the overall package of mitigation measures proposed, it is unclear how substantial these are or what they will specifically propose.

Land-Use Policy

9.135 The South Northamptonshire Local Plan Proposals Map designates the site as being an Area of Important Local Gap. Saved Policy EV8 of the South Northamptonshire Local Plan confirms that "in order to prevent the coalescence of settlements the Council will not permit development which would significantly intrude into (…) important local gaps as shown on the proposals map".

9.136 On this basis, development within this land use designation is generally considered to be unacceptable. Notwithstanding this, in drafting the South Northamptonshire Local Plan Part 2 (pre-submission draft), the Council does not intend to carry forward the principles of Saved Policy EV8. Policy Site Development Principles 1 within the pre-submission draft of the Local Plan Part 2 does however set out a number of principles to limit the Coalescence of settlements.

9.137 The Northampton Gateway scheme will need to give some regard to these policies upon bringing forward the scheme.

Other

9.138 The socio-economic information provided at Stage 2 Consultation asserts that the SRFI development could support around 7,544 FTE based on standard national densities.

9.139 The site is located entirely within Flood Zone 1 although the assessment and site specific modelling provided at Stage 2 consultation indicates that small areas of the site are an increased risk and within Flood Zones 2 and 3 (medium and high risk); this in relation to a tributary of Wootton Brook which lies east of the site out of bank flooding is predicted due to existing culverts providing insufficient capacity. The areas identified as being at increased risk from surface water flooding are similarly limited to low lying areas of the site and the immediate corridors of existing drainage ditches/watercourses. Mitigation is proposed comprising the creation of a Sustainable Urban Drainage System (SuDS) to reduce surface water runoff rates with surface runoff restricted to existing greenfield annual flow rate with attenuation volume provided (c97,000m^3) across the site. Residential impacts are identified as negligible.

Conclusion

9.140 This site scores well on most measures in the scoring matrix. It is currently being promoted as a SRFI by a reputable logistics developer. It has good access to the motorway network and access to a W10 rail line.

9.141 Northampton Gateway achieves the same score in the scoring matrix as Rail Central which is a reflection of the strategic nature and strength of this area as a location for rail freight development. This also reflects one of the limitations of the adopted methodology, in that it does not allow a fine grained enough analysis of sites in comparable areas, or adjacent to each other. This is why this qualitative analysis is provided for in the methodology. We also note that the national policy aim is not to select the best SRFI site; it is to create a network of SRFI's and to ensure the growth of rail freight capacity and the associated economic and environmental benefits of this sector.

9.142 In assessing the degree and scale of environmental impact, it is important to note that Rail Central is almost 30% larger in site size than Northampton Gateway. Despite this, both Rail Central and Northampton Gateway will generate broadly the same degree and magnitude of environmental impact. There are, however, some variations and these are summarised below and based on information publicly available to date:

(a) Landscape and Visual

We would not agree with the conclusions of the Northampton Gateway draft PEIR, which confirms that the Northampton Gateway scheme does not give rise to significant residual landscape character effects to its site and its immediate context; we consider, upon our review, that the landscape effects are comparable to Rail Central.

In terms of visual effects, Northampton Gateway is relatively more remote from residential properties and settlements than Rail Central and, as such, Rail Central is the more prominent and larger development. Northampton Gateway is likely to affect fewer receptors overall, although there is not a material difference between the two schemes.

It is acknowledged that Rail Central will likely affect more residential receptors than Northampton Gateway which reports none. From detailed analysis undertaken at the Rail Central site, it is considered unlikely that the proposals will lead to no significant residual effects in respect of residential receptors. Rail Central affects fewer public rights of way and fewer roads.

Rail Central residual effects are reliant on agreeing adaptive mitigation. It is not clear at this stage due to the lack of detailed information, what Northampton Gateway relies upon and this presents difficulties in providing a direct comparison. However, in general terms, Rail Central is likely to give rise to a greater degree of impact but taking all matters into account, the overall level of and extent of effects are very similar.

(b) Ecology

The baseline ecological conditions are similar for both Rail Central and Northampton Gateway, as are the predicted impacts. Both schemes consider that their impacts can largely be mitigated for, leaving only a few residual minor adverse impacts as well as beneficial impacts. The ecological impact assessment for Northampton Gateway indicates that the majority of impacts are not considered significant and that the majority of adverse effects will be off-set in the mid- to long-term by the creation and favourable management of ecological habitat. It acknowledges that the loss of arable fields will lead to the unavoidable displacement of some specialist farmland birds (the Northampton Gateway site is used by Golden Plovers, which the Rail central site is not). The impacts associated with Rail Central will be similar.

The principal difference is that Northampton Gateway is not offering any off-site or large area of dedicated ecological mitigation or compensation habitat (as distinct from landscape planting provision having a dual role). For Rail Central, we consider that due to the larger site area, the impacts (particularly on farmland birds and hedgerows), cannot be adequately mitigated or compensated for by the provision of new habitat in the on-site landscape planting alone (though this will redress a substantial part of the impact). The Rail Central assessment identifies adverse residual impacts on veteran trees which are an irreplaceable resource (the Northampton Gateway assessment only has one veteran tree, whereas the Rail Central site has 44). Rail Central will also affect a Potential Wildlife Site (PWS) at J15a however, the additional off-site mitigation area provided at J15a allows Rail Central more scope to compensate for these few differences through net gains to biodiversity.

(c) Cultural Heritage

The Northampton Gateway scheme is likely to result in a number of 'moderate adverse' effects on heritage assets within the immediate area, which are considered to result in 'significant environmental effects'. The draft PEIR for Northampton Gateway identifies that this principally relates to the Milton Malsor Conservation Area and the listed buildings within it, together with Collingtree and Courteenhall Conservation Areas and Registered Parks and Garden. This is as a result of the construction and operation of the main development site. It does not however identify any effects on heritage assets as a result of the highway works. Given the proposed route bypass, it is likely that this will give rise to some adverse effects on heritage assets around Courteeenhall and Roade.

The draft PEIR concludes that there are 6 heritage assets which are considered to be affected by the scheme.

The Rail Central schemes results in 'moderate adverse' effects on a number of heritage assets. These principally relate to Milton Malsor Conservation Area and the listed buildings within it (as a result of the Main SRFI Site) together with the Grand Union Canal Conservation Area and the listed locks within it (as a result of the J15a Works). The draft PEIR for Rail Central concludes moderate adverse effects on six heritage assets which are considered to be affected by the scheme, together with lower / less significant effects to other heritage assets.

Both schemes affect heritage assets within their immediate vicinity but due to their differing locations, it is different assets which are affected. An example of this is where the Rail Central scheme involves adverse effects to heritage assets along the Grand Union Canal (as a result of the J15a Works) and the Northampton Gateway scheme does not. The Northampton Gateway scheme does however have the potential to affect heritage assets such as the Courteenhall Registered Park and Garden and Collingtree Conservation Area whereas Rail Central does not adversely affect these. Overall, the proposals are likely to have a similar level of environmental impacts on heritage assets, albeit the assets affected would differ.

(d) Agriculture

Northampton Gateway would involve the loss of 195ha of agricultural land, of which 33ha (17%) is best and most versatile (BMV) land in Grades 2 and 3a, with the remainder classified as moderate quality Subgrade 3b. This loss is assessed as a moderate adverse effect. Rail Central would involve 298ha of agricultural land, of which 89ha (30%) is BMV. This loss is also assessed as a moderate adverse effect.

(e) Transport

Based on information contained within the Northampton Gateway Phase Two Consultation, the site is forecast to result in a total of 1,044 two-way vehicle movements during the AM peak hour and 1,303 two-way vehicle movements during the PM peak hour.

In comparison, Rail Central is forecast to result in a total of 1,233 two-way vehicle movements during the AM peak hour and 1,566 two-way vehicle movements during the PM peak hour. Therefore, in general terms, it can be seen that Rail Central is likely to result in a higher trip impact than Northampton Gateway before any mitigation schemes are taken into account. This is due to the fact that Rail Central is a larger scheme than Northampton Gateway.

The proposed mitigation associated with Rail Central is appropriate to minimise the residual impact of the proposals. It is not clear whether the impact of Northampton Gateway on the local highway network has been fully assessed and mitigated as appropriate, from the information available within the public domain.

The distribution of traffic set out in the Northampton Gateway Phase Two Consultation indicates that there is forecast to be a large number of vehicle movements along the

A45. It is not clear from the publicly available information whether the impact of the development on junctions along the A45 to the north of the Queen Eleanor Roundabout has been considered.

In contrast, the impact of Rail Central at junctions along the A45 to the north of the Queen Eleanor Roundabout has been assessed, and these junctions are shown to be under significant stress in the 2021 and 2031 baseline scenarios (i.e. without either proposed development). It would be reasonable to assume, therefore, that the impact of Northampton Gateway at these junctions requires assessment, and potentially the provision of improvement schemes. Improvements are proposed at these junctions to address the impact of the Rail Central proposals.

In addition, the Northampton Gateway traffic distribution indicates that a large number of vehicles would 'rat-run' along minor roads to the west of the A508 and through local villages. Whilst mitigation is proposed by Northampton Gateway to improve capacity at some (but not all) of the junctions at either end of these minor roads, the links themselves are narrow and unlikely to be appropriate to accommodate additional traffic. Mitigation has not been proposed to improve these links, or alternatively to discourage the use of these routes.

The impact of Rail Central on perceived 'rat-run' routes has been assessed. Traffic modelling work indicates that there is no significant impact on these routes as a result of Rail Central.

Based on the on information available within the public domain, following the implementation of their respective highway mitigation schemes, the residual traffic impact of Rail Central is likely to be lower than the residual traffic impact of Northampton Gateway.

9.143 With regards to the variations on environmental impact, despite Rail Central being significantly larger in site area, the environmental effects are deemed to be largely comparable to those of Northampton Gateway.

9.144 The variations in environmental impact, despite Rail Central being significantly larger do not suggest that Rail Central is an inferior site compared to Northampton Gateway in environmental impacts terms.

9.145 It is also important to consider both schemes in respect of the operational and technical aspects being proposed within each SRFI proposal; these are presented below.

9.146 The table below (Table 9.1) presents a number of key differences. Rail Central offers significantly more commercial floorspace than Northampton Gateway, it is also anticipated to generate more jobs (over 8,000) and has the potential to transfer more road freight to rail. Rail Central also provides direct access to two W10 railway lines and full connectivity between them. This enhanced flexibility and resilience in its infrastructure puts Rail Central at a distinct advantage. This allows direct and quick access to its Express Freight Interchange as opposed to Northampton Gateway which requires more time through the need to shunt within the site.

9.147 Rail Central also provides a range of additional facilities which aid the attractiveness of the SRFI as well providing positive consequences to the efficiency of the rail network.

Table 9.1 : Rail Central and Northampton Gateway Comparison

	Rail Central	Northampton Gateway
Rail Connections	Rail Central has 4 main line access points onto two separate branches of the WCML (Fast and Slow Lines)	2 main line access points onto one branch of the WCML (Slow Lines)
Rail Inter-Connectivity	Full inter-connectively provided which Rail Central benefits from a range of routing options ensuring rail services are resilient and efficient. This also enables main line access to be maintained throughout when either the WCML Fast Line or Slow Line is closed for maintenance.	No direct interconnectivity provided between WCML Fast and Slow lines, access to Fast lines only available via at-grade crossings 4 miles to the south (Hanslope Junction) and 20 miles to the north (Hillmorton Junction) Northampton Gateway will lose main line access when maintenance is carried out on the WCML Slow Lines facing the site.
Overall Commercial Floorspace	c.7.4m sqft warehousing space	5 million sqft warehousing space + 1.6m sqft mezzanine provision
Trains per day and capacity for growth	First phase of rail operations with 4 trains per day in and out of site, growing commensurate with warehousing and interchange facilities. The GB Freight Model (used in NR Freight Market Study as endorsed by NPS) indicates that 7.4m sqft of floorspace would generate the equivalent of 13 intermodal trains per day in and out of site.	Rail Operation Report suggests that 4 trains per day each way will be achieved growing to up to 16 trains per day as the critical mass of development grows. On a like-for-like comparison, the GB Freight Model output suggests the equivalent level of rail freight traffic from 5m sqft of floorspace would be 9 trains per day in and out of the site.
Rail Connected Floorspace	Approximately 2.22m sqft	Approximately 3.3m sqft
Electrification	Electrified access at an early stage of development	The draft Rail Ops Report, submitted in support of the Stage 2 Consultation confirms that Northampton Gateway “will be able to accommodate electric freight trains when the […] market requires”.
Express Freight	Rail Central has direct and	Northampton Gateway requires

Terminal	dedicated electrified access on WCML (Fast Lines) for express freight trains, allowing trains to arrive and depart in either or both directions with no intermediate shunting. Internal electrified access to the WCML Slow Lines provides continuity of access when the Fast Lines are closed for maintenance.	intermediate shunting of all express freight trains between the main line and the terminal, significantly slowing the processing of trains through the terminal.
Sidings	Rail Central has 8 x 775m sidings (6 accessible by cranes with 2 electrified)	Northampton Gateway has 6 x 775m sidings (5 accessible by cranes assuming outer line in electrified)
Other rail-related facilities	Rail Central proposes a Train Maintenance Depot allowing trains to be stabled, maintained and fuelled on site rather than at off-site locations. This reduces the need for trains to be moved off site, maximising the efficient use of available mainline capacity Operational Control Room	Operational Control Room
Aggregate Rail-head	Not provided	Provided
GRIP Feasibility	Network Rail has informed the design of the rail infrastructure and main line connections; the assessment to GRIP2 validating technical and operational feasibility of the main line connections	No reference has been currently been provided to any GRIP feasibility work having been undertaken with/by Network Rail
Transport Access	Direct access onto the A43 (T) and then onto J15 of the M1. The A43(T) provides alternative strategic route on the trunk network to surrounding towns such as Towcester	Direct access on the J15a of the M1
Road to Rail	Rail Central would lead to reduction of just under 53 million HGV-km per annum when compared to a road connected	Once operational, the SRFI could accommodate an average maximum throughput of around 1,384 containers a day which

	development with the same quantum of floorspace at the same location; this approximately is a 20% reduction. Rail Central will generate around £19 million of wider environmental benefits per annum.	would equate to a mode shift from road freight to rail freight of 928 HGV loads or 1,856 two way HGV movements per day.[39]
Economic Benefits	Estimated 8,100 gross full time equivalent (FTE) jobs. This takes account of: The lower employment densities typically seen in rail-connected warehouses, due to the need to accommodate rail infrastructure; and The absence of detailed design and layout information at the current point in time, with internal arrangements dependent upon the operational requirements of the end user.	Estimated 7,547 FTE jobs accommodated through provision of 623,000sqm floorspace. This takes account of: The absence of rail-connected warehouses from the published masterplan, which has enabled the application of higher employment densities in warehouses which are not directly connected to the rail line; and The proposed mezzanine, albeit a lower employment density has been assumed for this space (155,000sqm).

9.148 The other difference between these two sites is their distance to the strategic highway. Whilst Northampton Gateway is closer to J15 than Rail Central is to J15a, the differences in distance are very limited (J15 is located directly adjacent to the Northampton Gateway site and Rail Central is c.2km from Junction 15a) and in practical terms both routes have good connections to the strategic road network. Both routes are on higher class roads and will not involve passing through residential communities. Indeed Rail Central, being positioned on the A43 (T), benefits from significant highway resilience offering alternative access arrangements if necessary.

9.149 Bringing all the analysis together, Northampton Gateway is a strong SRFI site with very good access to the strategic road network. However, whilst it is closer to the motorway than Rail Central, this in itself is not a major distinguishing factor between these two sites. Rail Central is, however, larger in commercial terms and has the ability to connect to the West Coast Main Line, as well as the Northampton Loop; this presents additional operational and technical advantages over Northampton Gateway which make it more resilient, flexible and more adaptable to the changing rail freight market.

[39] Directly comparable information is not available in respect of Road to Rail. In relation to the Rail Central scheme a recognised freight model to forecast the expected traffic for Rail Central and the expected mode shift against the comparator scenario (the GB Freight Model) has been utilised. This is approach is currently being used to update Network Rail's long term freight forecasts and was previously used to forecast freight for their Freight Market Study in 2013 (ultimately used to underpin conclusions contained within the NPS). Information prepared for Northampton Gateway has not used this recognised approach.

9.150 On this basis, it is concluded that the Rail Central site is the better performing SRFI site. However, it is recognised that there is potential for Northampton Gateway to be pursued in addition to the Rail Central site. Both schemes could meet the required demand, especially given the great national need for SRFIs and the clustering of such infrastructure. This scenario has therefore been the subject of cumulative impact assessment in the PEIR.

10. Overview and Conclusions

10.1 The NPS is clear that the Government has concluded there is a compelling need for an expanded network of SRFIs and not having such a network is not an option. In that context, this assessment has applied several distinct stages of work to identify possible alternative SRFI sites across a broad search area. It has employed a sieve mapping technique using a GIS system over the East and West Midlands. This was used to identify sites with good rail access, close to motorway junctions and with very few environmental constraints.

10.2 The sites were then scored using a common scoring matrix, which was designed to identify the best performing potential rail freight sites. The scoring prioritised factors including proximity to motorways, access to high gauge rail lines, local access routes, site levels, shape, size and proximity to sensitive land uses.

10.3 Further sites not identified in the screening exercise but which had been suggested by local representation or short listed in other similar studies were included in the analysis and scored using the same matrix.

10.4 The scores achieved by each of the sites identified were then reviewed and the highest scoring sites selected for comparative analysis. This process was subjective and focussed around the topics identified as important in the scoring matrix. The comparative analysis not only assesses the locations in terms of SRFI operations and environmental impacts, but also concludes with an understanding of the possible role each site would perform in terms of catchment area, operating in a network of SRFI facilities as required by the NPS.

10.5 The assessment has demonstrated that, despite the large area of search, the development opportunities for SRFI proposals are limited. A total of 25 locations were identified as satisfying key SRFI characteristics as defined by the NPS. Of these, only five locations present realistic SRFI opportunities and were identified for further comparative analysis. Within this context, it is not surprising, therefore, that four of the five alternative sites assessed for further comparative analysis are the subject of on-going DCO applications for SRFI proposals and each has the potential to provide SRFI facilities.

10.6 Indeed, this in itself demonstrates the rigour of the assessment methodology and is a reflection of the East and West Midlands being a significant area of developer interest to deliver a network of SRFI to meet burgeoning demand. It is also reflective of the NPS which makes it clear it is for the market to determine the viability of particular proposals. All shortlisted sites comprise greenfield and all would result in the loss of agricultural land and various elements of biodiversity. Comparison of environmental benefits is difficult due to the size and scale of SRFI development and the individualistic nature of each candidate site. Environmental impacts vary but are of broadly the same magnitude and it is not the case that one site is clearly preferable to another, in terms of development effects. Three of the short-listed locations are the subject of SRFI DCO proposals which, if consented, are considered to operate and serve a different core catchment area of the East and West Midlands to that of Rail Central.

10.7 The study concludes that there are two clear top performing sites – Rail Central and Northampton Gateway that would seek to serve broadly the same core catchment area. They score the same using the scoring matrix. There are differences in performance between these two sites which allow them to be distinguished.

10.8 Northampton Gateway is a strong SRFI site with very good access to the strategic road network. However, whilst it is closer to the motorway than Rail Central, this in itself is not a major distinguishing factor between these two sites. Environmental impacts, whilst varied, are broadly of the same magnitude. Rail Central does however, have the ability to directly connect to the WCML, as well as the NLL and this presents, along with its additional infrastructure, enhanced operational and technical advantages over Northampton Gateway which make it more resilient, flexible and more adaptable to the changing rail freight market.

10.9 On this basis, it is concluded that the Rail Central site is the better performing SRFI site. However, it is recognised that there is potential for Northampton Gateway to be pursued in addition to Rail Central. This scenario has therefore been the subject of cumulative impact assessment in the PEIR.

10.10 Overall, therefore, it is the conclusion of this preliminary report that there are limited SRFI opportunities with the broad search area. Comparisons of environmental impacts are difficult, due to contrast in scale of each site but none of the other sites creates development opportunities that are of clear environmental, operational or market benefits when compared to Rail Central.

10.11 Four of the five sites which present realistic development SRFI opportunities are the subject of developer interest and are being pursued through the DCO process. Three of these locations would serve a different core catchment area to that of Rail Central and do not present realistic alternatives. They would, however, provide complementary facilities to Rail Central and contribute to the required network of SRFI facilities as required by the NPS with the overriding objective of securing access to the rail network and fostering the transfer of freight from road to rail to support economic growth in an environmentally responsible manner.

Appendix 1: Phase 1 Alternative Site Assessment

8. Need and Alternative Sites

8.1 This Assessment is the first stage of a review of alternative sites. It has been prepared to consider whether other sites are available to meet identified SRFI need.

8.2 This assessment focusses on sites which have been suggested through informal public pre-application community consultation. It also considers alternative potential Strategic Rail Freight Interchange (SRFI) locations as assessed by other SRFI promoters in their consenting submissions, as well as other known SRFI locations.

8.3 This is a strategic assessment at this stage. Its intention is to set out findings to date using known and suggested sites. This is not intended to be the complete assessment of alternatives.

8.4 A further and more detailed site search is currently being undertaken. This wider search will use a series of site selection criteria to identify potential SRFI site using a standardised set of criteria. The criteria which will be used for this future assessment will include proximity to both strategic road and rail infrastructure; environmental constraints and labour force accessibility. A minimum site size will be utilised which reflects the need for a SRFI to be of a sufficient scale to fund the costly rail infrastructure.

8.5 This future study may identify further sites which have the potential to meet the identified SRFI need.

Need

8.6 This initial assessment of alternatives must be framed by a review of the need for the SRFI development. It is the need which defines the area of search and the scale of SRFI development.

8.7 There is a national need and policy drive for rail freight, which is set out in both the relevant National Policy Statements on National Networks, the Logistics Growth Review and on Strategic Rail Freight Interchanges, as supported by Network Rail's market forecasts. Current planning policy looks to shift as much road-based freight as possible onto less carbon intensive modes of transport, including rail and water transport.

8.8 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. This is evident in the considerable amount of existing warehousing floorspace in Northamptonshire and surrounding areas – most of which has no prospect of rail access or use. 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 at the geographic heart of Great Britain.

8.9 The successful development of the first generation of SRFI such as DIRFT and Hams Hall reflects a rare synergy between public policy and commercial objectives. Government policy as far back as 2004 foresaw the development of SRFI as

encouraging more companies to locate alongside the rail network, from where to evolve their distribution activities over time to make greater use of rail; companies such as Eddie Stobart and Tesco first took occupation of warehouses at DIRFT1 when it opened in the mid-1990's, from where a network of national rail services were then developed a decade later. Between them, the relatively small number of SRFI developed in England and Scotland to date (6 sites) have created over 30 new freight trains per day, taking more than 2,000 long-distance lorry loads off the road network every day.

8.10 The existing SRFI in the Midlands (DIRFT 1 and 2, Hams Hall and Birch Coppice) have each attracted occupiers and rail traffic, derived from both on-site and off-site customers, even where SRFI are co-located with each other and neighbouring SRFI (eg Hams Hall is less than 8 miles from the Birch Coppice SRFI and the Birmingham RFI). Additional SRFI and RFI developments such as Castle Donington, DIRFT3 and East Midlands Gateway will further enhance capacity and help create a wider network of inter-connected SRFI in the short to medium term.

8.11 However, in order to address the ongoing government policy objectives, and satisfy new market demand in the most appropriate way, a need exists for more rail served warehousing space, given the relatively small proportion of warehousing in the area which is rail served, either by intermodal terminals or directly-connected warehouses. The existing SRFI will only have a finite capacity to expand floorspace and/or rail freight interchange facilities, such that further sites such as Rail Central are needed to increase both the capacity and the catchment area of the network, bringing rail access closer to more local companies than is possible from these existing sites alone.

8.12 Development of Rail Central will therefore help to ensure greater opportunities to achieve further "modal shift" of long-distance freight from road to rail, with the associated environmental benefits, over the medium to long term. This site is therefore targeting a longer term provision of space to ensure continuity of supply.

8.13 There are a limited number of sites where good access to rail and road are available in the UK. The core area of demand is the "golden triangle" but with equally strong locational characteristics, the wider East Midlands and West Midlands both show strong demand for rail and road based accommodation.

Alternatives Suggested by Local Representation

8.14 This section of the report considers sites which have been suggested as alternatives during the informal stages of public consultation. These are:

- Land at Junction 15 of the M1
- Sites around Junction 15a of the M1
- Sites at Junction 16 of the M1
- Land at DIRFT (Junction 18 of the M1)

8.15 These broad suggestions have been examined and a series of sites identified and considered against a range of factors, including site history, availability of potential rail

connection, environmental performance (using established databases including magic.gov.uk and the environment agency datasets) and ownership.

8.16 The sites are considered in more detail below.

Land at J15

Northampton Highgate

8.17 Northampton Highgate was been promoted for a rail freight development through the Joint Core Strategy. It was subsequently promoted through a planning application submitted on behalf of Roxhill.

8.18 The application sought permission for 2m sqft of distribution space targeted for occupation by Howdens. The application scheme was not rail served and did not include the strip of land running immediately adjacent to the “Northampton Loop” railway which bounds the west of the site.

8.19 The application was subsequently withdrawn. It is understood that the intended occupier is now likely to locate elsewhere. The site does not seem to be being actively pursued by the current owners. The current developer’s Master plan shows no land included up to the West Coast Main Line and therefore the site is unlikely to include a rail connection.

8.20 The site is over the Nationally Significant Infrastructure Project (NSIP) threshold of 60Ha and as yet has not been notified to the Planning Inspectorate as an NSIP project. This suggests that there is no landowner intention to pursue a SRFI at this time.

8.21 The lack of current progress suggests that this site will not deliver in the foreseeable future. However, with the potential for rail access, it is a site which could deliver rail served capacity in the future, potentially alongside or after the proposal at Rail Central.

8.22 The site has no environmental designations and is not as risk of flooding.

8.23 This site is in third party land ownership and is unlikely to deliver rail served space in the foreseeable future.

Sites around J15a

8.24 There are several options for further consideration available around J15a of the M1.

Pineham Extension

8.25 This site has outline planning permission for an employment development. It is understood that Reserved Matters applications will soon be made for an occupier. This will significantly reduce the amount of available consented space in this location.

8.26 The site has no environmental constraints and is not subject to flooding.

8.27 The nearest possible rail access would be from the former Blisworth to Peterborough line, which was closed in 1972, which is now truncated to a disused branch from Northampton station to Brackmills. Some 5 km of railway would need to be rebuilt alongside residential areas to the south of Northampton, therefore there is little realistic prospect of connecting the site to the rail network and therefore this site could not contribute to meeting the need for rail served sites. It is also not available as it is controlled by a third party developer.

8.28 This site is not available and has no rail connection potential.

Land to the south of J15a

8.29 This site is relatively flat agricultural land with good access to M1. The site has no environmental constraints and is not subject to flooding.

8.30 The nearest possible rail access would be from the former Blisworth to Peterborough line, which was closed in 1972, which is now truncated to a disused branch from Northampton station to Brackmills. The A5123 now occupies the route of the former railway line, including the underbridge below the M1, therefore not only would 5km of the former railway need to be rebuilt to access the site, a new underpass would be needed below the M1 and services. Therefore there is little realistic prospect of connecting the site to the rail network, and the site would not contribute to meeting the need for rail served sites.

Land to the east of J15a, south of M1

8.31 This site is relatively flat agricultural land with good access to M1. The site has no environmental constraints and is not subject to flooding.

8.32 The same comments apply on rail access as for land to the south of J15a as described above. The site would therefore not contribute to meeting the need for rail served sites.

Land to the east of J15a, north of M1 (Milton Ham Business Park)

8.33 In the past, this site benefitted from planning permission for employment uses. However, that permission subsequently expired. The controlling developers have applied for an

alternative development in order to meet the needs of Travis Perkins. That application has been refused and is now the subject of an appeal.

8.34 The site has no environmental constraints and is not subject to flooding. It has good access to the M1.

8.35 The same comments apply on rail access as for land to the south of J15a as described above. The site would therefore not contribute to meeting the need for rail served sites.

Land to the east of Northampton Loop, North of M1

8.36 The majority of this site is now allocated as the Northampton South Sustainable Urban Extension. It is therefore likely to be developed for around 1000 homes, which will generate better value for the landowners than a commercial development. The site is therefore unlikely to become available for employment development.

8.37 The site has no environmental constraints. The northern boundary of the site is subject to flooding, but any development of the site should be able to avoid these areas and mitigation could be employed to ensure it does not increase the risk of flooding elsewhere.

8.38 It would be possible to achieve rail access off the Northampton Loop, but securing access from both directions of travel on the main line would be challenging due to the relatively short rail frontage (700m). Access to strategic road infrastructure is poor. Access using existing roads would require the use of local routes through Collingtree or Milton Malsor. To achieve a motorway access, direct access off the M1 mainline would be required. This would be both expensive and would not meet current highways standards.

8.39 This site is in third party ownership, is not considered to be available, and does not have appropriate highway infrastructure in place.

Land around J16

Midway Park

8.40 This site is allocated under Policy E8 of the Joint Core Strategy for strategic employment. It is the subject of a current scoping request for an employment based planning application. A planning application is anticipated shortly.

8.41 The site has no environmental constraints but the southern side is in flood zones 2 and 3. It should be feasible for any development of the site to avoid this area and for suitable mitigation to be put in pace to ensure that it does not make flooding worse elsewhere in the catchment.

8.42 The site is controlled by a third party developer and is therefore unavailable. There is no rail connection and no potential to secure a rail connection. The site is over 2.5km from the nearest main line and would need a new crossing of the M1 motorway.

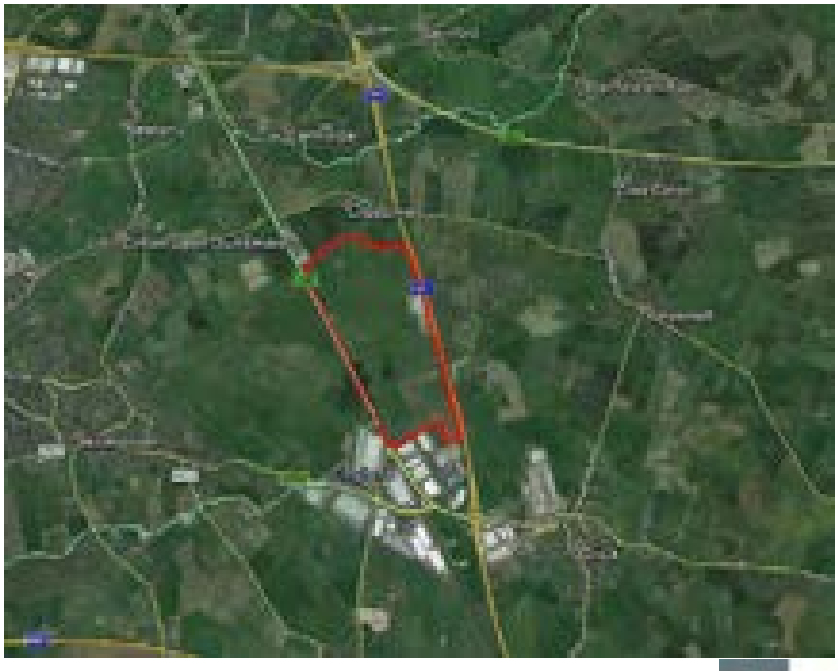
Midway Park Phases 2 and 3

8.43 This site was promoted by the developer that controls Midway Park (above). However, the site was not allocated in the Joint Core Strategy. There are no environmental constraints and no flooding issues.

8.44 The site is controlled by a third party developer and is therefore unavailable. There is no rail connection and no potential to secure a rail connection. The site is over 2.5km from the nearest main line and would need a new crossing of the M1 motorway.

Land at J18

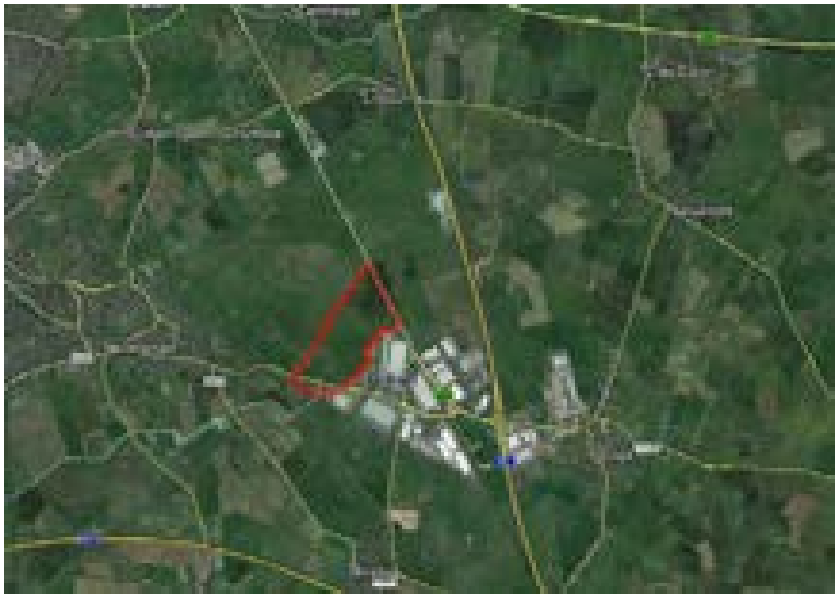
DIRFT 3



8.45 This site has recently secured a Development Consent Order (DCO) for a SRFI. This is a suitable site, which will provide floorspace to meet needs in the near future. The Network Rail Freight Market Study 2013 (as referenced by the NPS) assumes additional rail-served warehousing in the Midlands in addition to DIRFT1/2/3.

8.46 It is considered that this site is needed in addition to Rail Central, which will provide for needs which arise in the future.

Further expansion of DIRFT (DIRFT 4)



8.47 This land provides an area for a possible further extension of DIRFT. However, it has not been promoted by the owners of the site nor by the developers of DIRFT. The site has been selected based on land which appears to have potential access to rail infrastructure whilst avoiding the operational parts of the Rugby Radio Station site. The site is limited to about 100-120 Ha.

8.48 This site is unlikely to progress until DIRFT 3 is complete, as it will compete directly with DIRFT demand. However it has potential to deliver rail served space in the future.

8.49 This site is considered to have potential for the phase of delivery after Rail Central, once DIRFT 3 has been delivered. This is therefore a potential future site which is not an alternative to Rail Central. It is considered that more choice of location will assist in maximising the chances of increased rail connected space being delivered. The market for rail connected space, like other business sectors, will value a choice of locations and hence concentrating supply solely at DIRFT is unlikely to be a competitive or attractive option.

Conclusion

8.50 A total of 10 alternative sites have been suggested during informal consultation. None of these sites are considered to offer potential alternatives to the Rail Central Site. The majority are not rail served and have no potential to be connected to the network. These

would clearly not meet the identified need of providing floorspace which will encourage a move away from road to rail based freight movements.

8.51 There are three sites which do have the potential to secure rail access. These are:

- Northampton Highgate
- DIRFT 3
- Extension to DIRFT

8.52 These sites are either not currently being promoted for rail freight, not available to the Applicant or, in the case of DIFRT are not likely to be pursued in the shorter term due to the extent of recently approved space. These sites are not therefore considered to be alternatives to Rail Central.

Alternatives from Third Party Assessment Work

8.53 This section of the report is based on the alternatives assessment undertaken for the DIRFT 3 alternative site assessment. That scheme is a recently approved SRFI of a similar scale to Rail Central.

8.54 As DIRFT 3 undertook a detailed exercise across a similar market geography to the Rail Central catchment area, the key sites assessed by that team have been examined again in advance of being identified by the more detailed site search.

8.55 This section therefore reviews what are the most likely SRFI sites in the wider catchment area.

Eurohub, Corby

8.56 This site is an extension to the existing Eurohub development in Corby. This site secured consent in 2007, but has not progressed.

8.57 The extension site is not directly rail served. The assessment undertaken by DIRFT notes that there is a lack of rail capacity in this area, limited rail gauge and wider viability issues caused by the need to pay for new rail infrastructure.

8.58 The developer which controls the site, Prologis, is not marketing the site as a rail served scheme. It is considered that the rail connection is unlikely to be included in any future development of this site.

8.59 This site is therefore not a potential alternative to Rail Central.

Egginton Common (East Midlands Intermodal Park)

8.60 This site was noted in the DIRFT assessment as being a much smaller site (93,000sqm) which was likely to be taken by Toyota which manufactures cars on an adjacent site. The DIRT assessment notes that there would be a resulting focus on regional rail need, with the site serving urban areas primarily to the north.

8.61 The DIRFT assessment was undertaken in 2012. Since then, this site has been notified as an NSIP project and the site promoters, Goodman Shepherd has begun informal consultation on a proposed intermodal facility which could provide up to 6m sqft of florspace. This is more comparable to the scale of the DIRFT and Rail Central proposals.

8.62 The project was subject to informal consultation with a timeline for commencing formal consultation in May 2014, with submission of the application in Spring 2015. The development was subject to a screening request and opinion in summer 2014 and we understand work is continuing on development of a DCO application.

8.63 The proposals would address a more northerly market area than Rail Central, centred on an area of existing manufacturing (Toyota, JCB, Nestle, Rolls Royce, Bombardier). The site is similarly listed in the Network Rail Freight Market Study as contributing to future demand for rail-served warehousing.

8.64 This site will add to the regional supply of rail served space, and the choice available for rail served space in this market area. It is not considered to be an alternative to Rail Central as the market requires an element of choice in location to ensure effective competition.

8.65 It is considered that this site is needed in addition to Rail Central, which will provide for needs which arise in the future.

East Midlands Distribution Centre (EMDC, Castle Donnington)

8.66 This site was well advanced when assessed by the DIRFT team in 2012. Marks & Spencer now occupy the largest unit on site. An intermodal rail terminal has been constructed and is expected to become operational in the next few years. The site does not provide sufficient land for development to qualify as an SRFI.

East Midlands Gateway

8.67 This site has recently secured a DCO for a SRFI. This scheme will provide the next phase of rail served space to the market, alongside DIRFT 3.

8.68 This site will add to the regional supply of rail served space, and the choice available for rail connected space in this market area. It is not considered to be an alternative to Rail Central as the delivery timescales are likely to be different and the market requires elements of choice in location to ensure effective competition. The site is similarly listed in the Network Rail Freight Market Study as contributing to future demand for rail-served warehousing.

8.69 It is considered that this site is needed in addition to Rail Central, which will provide for additional SRFI need.

Conclusions

8.70 There are a number of suitable rail served sites available in the wider catchment area. However, these are either experiencing viability issues with providing rail infrastructure, will shortly be fully occupied or are experiencing significant project delays for other unknown reasons.

8.71 The East Midlands Gateway site is clearly the most comparable scheme to Rail Central. In line with our consideration of DIRFT 3 above, we consider that effective choice in the market for rail served space is an important factor which, taken with very different delivery timescales and the extent of need for new SRFI space, suggests that these two sites are not alternatives but rather complement the proposed Rail Central development.

Other SRFI Sites

West Midlands Interchange, Four Ashes

8.72 This site has been announced as a possible SRFI in the West Midlands. The site is being promoted by the Four Ashes Consortium and will be an NSIP project, although it has not yet been notified to the Planning Inspectorate.

8.73 This site has no environmental constraints and is not subject to flooding. It has potential to connect to the West Coast Mainline.

8.74 The proposals would address a more northerly market area than Rail Central, centred on the north west of the Midlands, the southern part of the North West and mid-Wales, in an area of increasing manufacturing presence (eg Land Rover at i54). The site is listed in the Network Rail Freight Market Study as contributing to future demand for rail-served warehousing.

8.75 This site will add to the regional supply of rail served space, and the choice available for rail served space in this market area. It is not considered to be an alternative to Rail Central as the market requires an element of choice in location to ensure effective competition.

8.76 It is considered that this site is needed in addition to Rail Central, which will provide for needs which arise in the future.

M69, Hinckley

8.77 This site has been reported in the local press as a potential rail freight development. The press report that a rail freight and housing development is proposed by db Symmetry and that early discussions have taken place with the local council. There is no further publicly available information on this site.

8.78 The site incorporates / is adjacent to the Burbage Woods and Aston Firs SSSI, although it should be possible for any development of this land to avoid direct impacts and to provide a suitable buffer to the SSSI. The site is not at risk of flooding.

8.79 This site will add to the regional supply of rail served space, and the choice available for rail served space in this market area. It is not considered to be an alternative to Rail Central as the market requires an element of choice in location to ensure effective competition.

Overview and Conclusions

8.80 This report is an interim review of sites which have been suggested as potential alternatives to Rail Central. A number of sites have been identified through suggestions

at informal consultation events and by examining the most promising sites identified in other alternatives assessments undertaken for SRFI's in the same functional market area as Rail Central.

8.81 A second stage review is currently being undertaken which adopts a more rigorous approach to identifying sites using standard criteria and constraints sieving. This will be reported in due course.

8.82 The assessment considered the following sites, with the reasons for discounting these set out in the table below:

Site	Reason for Discounting
Northampton Highgate (J15)	• Controlled by third party developer; • Current masterplan removes land to achieve rail access; • Planning application withdrawn • No demonstrable intention from landowner to pursue rail at this time
Pineham Expansion (J15a)	• Extant permission in place • No rail connection • Controlled by third party developer
South West of J15a	• No rail connection
South East of J15a	• No rail connection
Milton Ham Business Park (J15a)	• Lapsed planning permission • Application refused, current appeal • No rail connection • Controlled by third party developer
Northampton South SUE	• Recent allocation for housing • Poor road access needing major new junction on to M1
Midway Park (J16)	• Controlled by third party developer • No rail connection
Midway Park Phases 2 & 3	• Controlled by third party developer

Site	Reason for Discounting
(J16)	• No rail connection
DIRFT 3 (J18)	• Recent consent • Needed in addition to Rail Central • Provides for earlier need
Expansion of DIRFT (J18)	• Unlikely to progress until DIRFT 3 well progressed • Limits market choice of location at this time • Potential to deliver in the future, after Rail central
Eurohub, Corby (A43, Corby)	• Limited rail capacity • Limited rail gauge • Rail connected scheme unlikely to be viable as noted by DIRFT assessment
East Midlands Intermodal Park (A38, Derby)	• Staled development, no progress since 2014. • Potential SRFI site, but to contribute to need in the future
EMDC (A50, Castle Donnington)	• Well advanced development. • Small scale non-SRFI.
East Midlands Gateway (J24, M1)	• Recent consent • Needed in addition to Rail Central • Provides for earlier need

Appendix 2: Plan 1 – Catchment Area

Rail Central Site

Region

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

Project:
Rail Central

Drawing:
Plan 1 - Catchment Area

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_101

Date:
22_11_2016

Revision:
1.2

Turley

Appendix 3: Plan 2 – Motorway Junction Buffer

Rail Central Site

Region

Motorways (OS Open Data)

Junctions

5k Buffer from Motorway Junction

Client:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

Project:
Rail Central

Drawing:
Plan 2 - Areas within 5km of a Motorway Junction

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_101

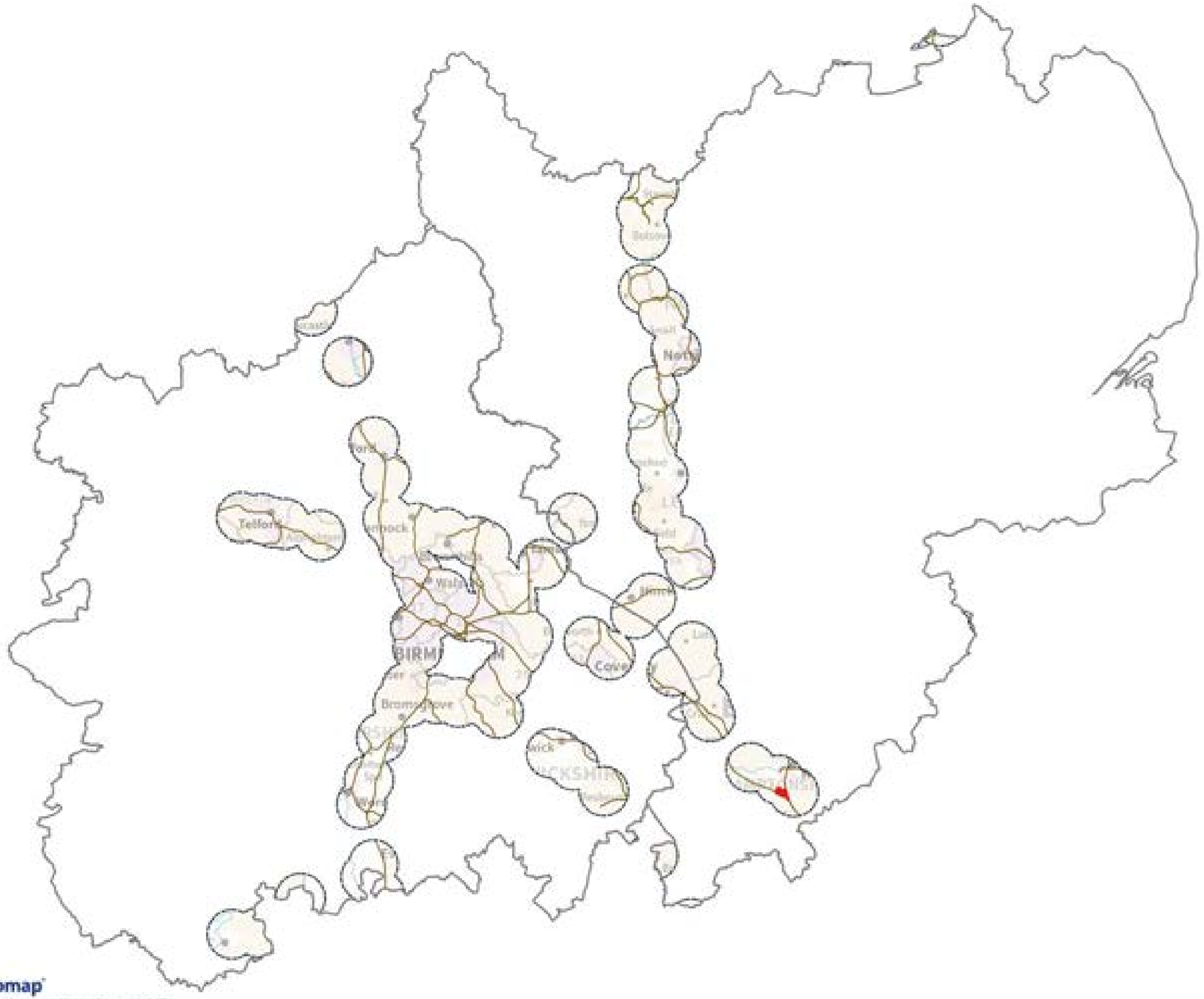
Date:
22. 11. 2016

Revision:
1.2

Promap

Turley

Appendix 4: Plan 3 – Railways within Motorway Junctions



Rail Central Site

Region

Railway

5k Buffer from Midlands Junction

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

Project:
Rail Central

Drawing:
Plan 3 Railway line overlay

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_102

Date:
22.11.2016

Revision:
1.2

Promap

Turley

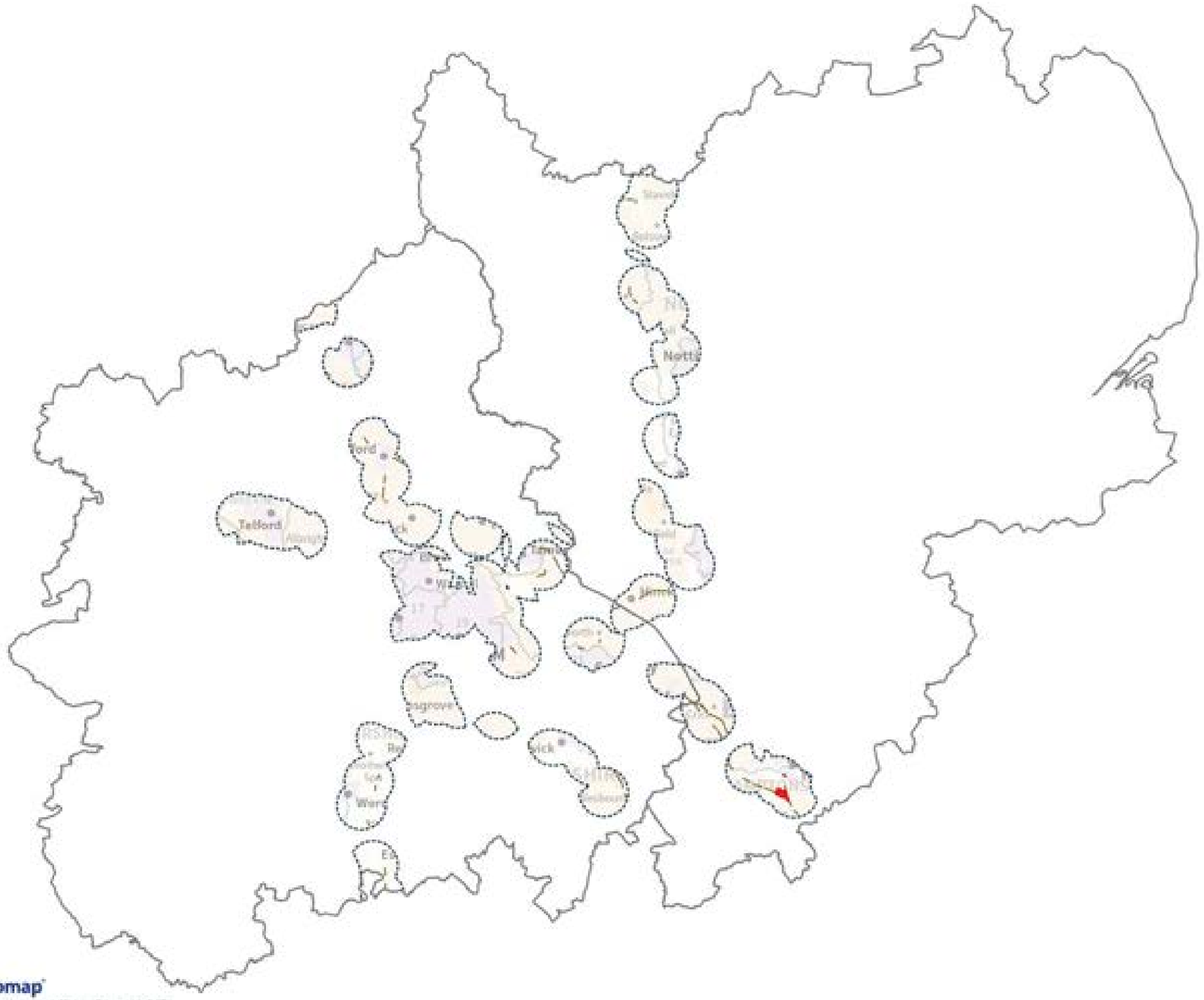
Appendix 5: Plan 4 – W8 Gauge Railways and Above

Rail Central Site

Region

WB / W10 / W12 Gauge

Area for Site Search



Promap

Client:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

Project:
Rail Central

Drawing:
Plan 4 - WB Gauge and above

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

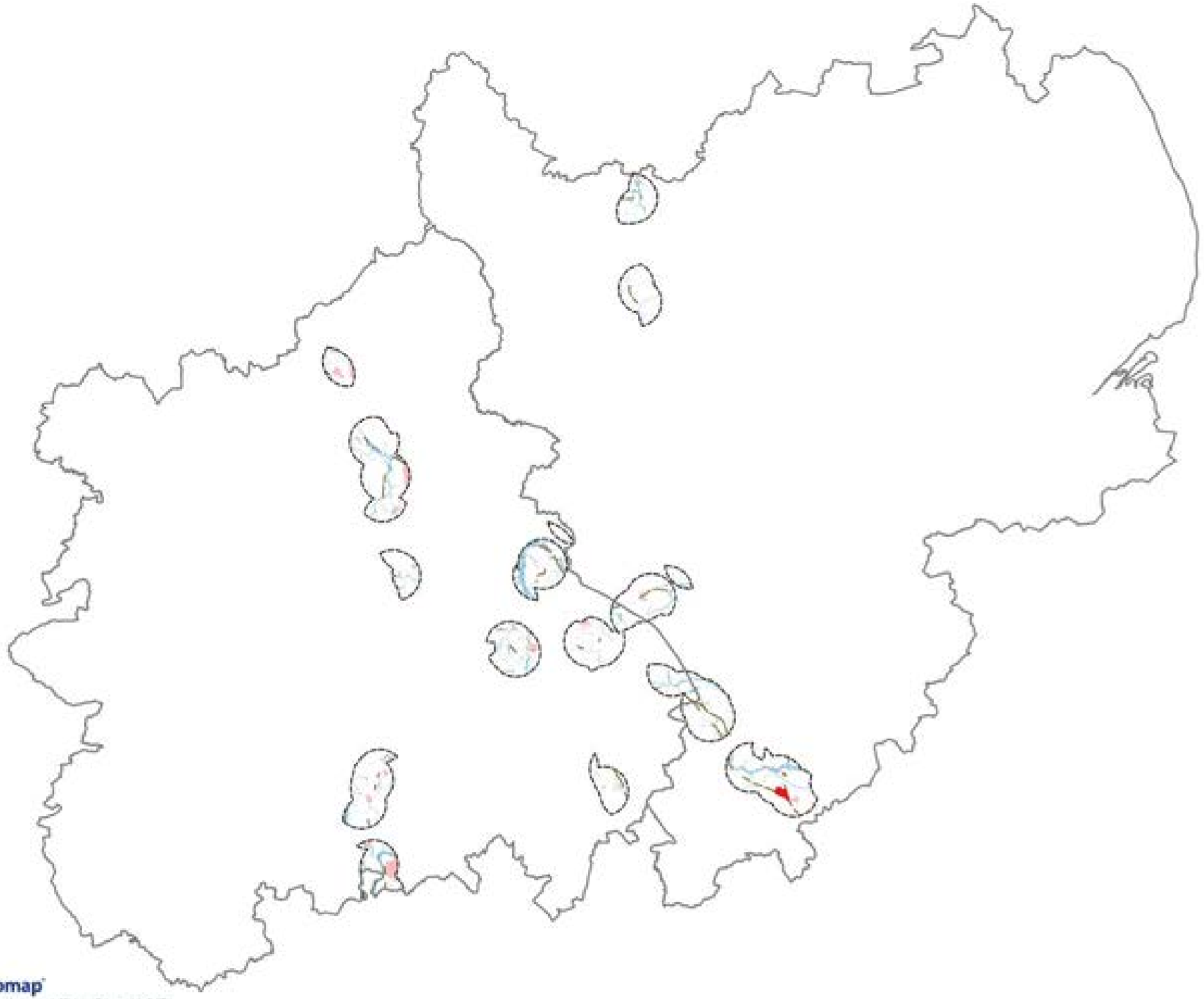
Drawing Number:
3002_104

Date:
22. 11. 2018

Revision:
1.3

Turley

Appendix 6: Plan 5 – Key Environmental Designations



- Rail Central Site
- Region
- Flood Zone 2
- Flood Zone 3
- Key Environmental Designations
- Search Area
- Rail Gauge 9ft and above / Greater than 740m

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

Project:
Rail Central

Drawing:
Plan 5 - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_105

Date:
22.11.2016

Revision:
1.2

Promap

Turley

Appendix 7: Plan 6 – Excluding Environmental Designations

- Excluded Environmental Designations (White Areas)
- Rail Central Site
- Region
- Search Area
- Rail Gauge W9 and above / Greater than 736m

Client:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

Project:
Rail Central

Drawing:
Plan 6 - Excluding Environmental Designations

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_106

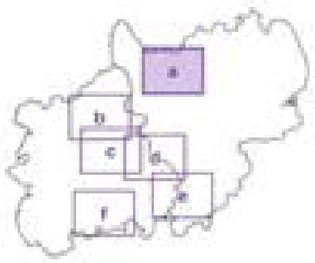
Date:
22.11.2016

Revision:
1.1

Turley

Promap

Appendix 8: Plans 6a – 6f – Excluding Environmental Designations

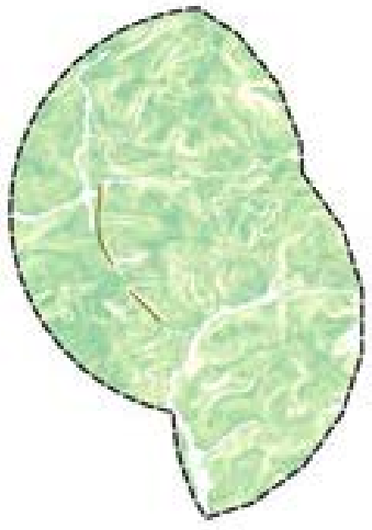


Excluded Environmental Designations (White Areas)

Search Area

Region

Rail Gauge W8 and above / Greater than 790m



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

Project:
Rail Central

Drawing:
Plan 6a - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

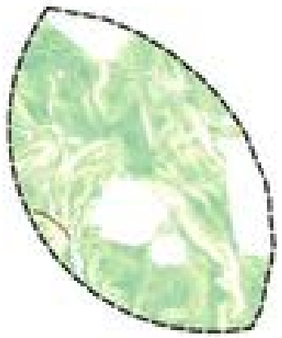
Project Number:
ASHA3002

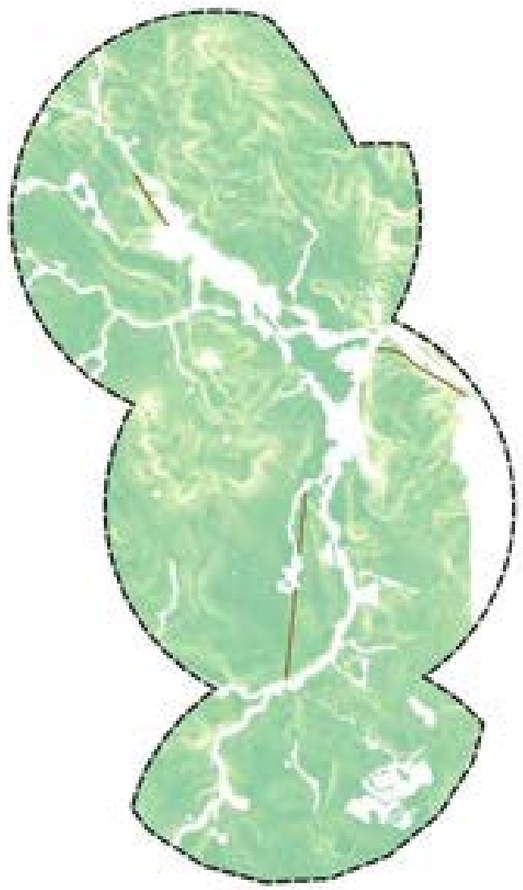
Drawing Number:
3002_106

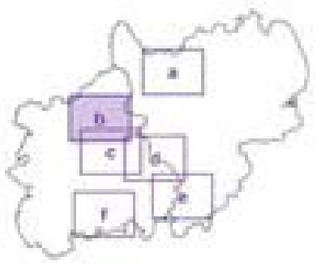
Date:
22. 11. 2018

Revision:
1.1

Turley







Excluded Environmental Designations (White Areas)

Search Area

Region

Rail Gauge W8 and above / Greater than 790m

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

Project:
Rail Central

Drawing:
Plan 6b - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_106

Date:
22. 11. 2016

Revision:
1.1

Turley

Slope

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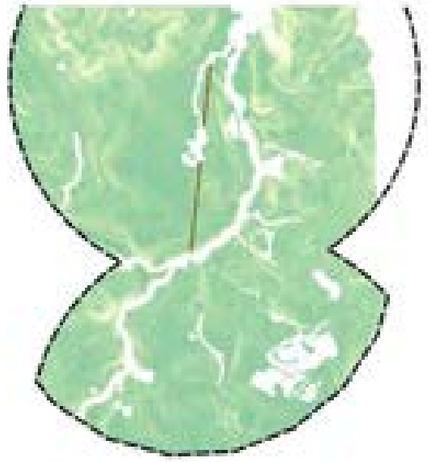
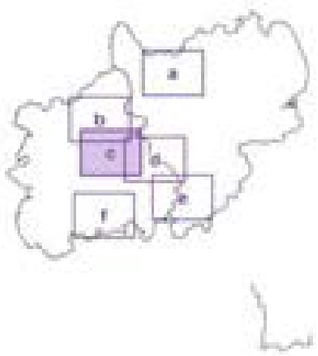
- 3.737454
- 7.362602
- 10.987751
- 14.612900



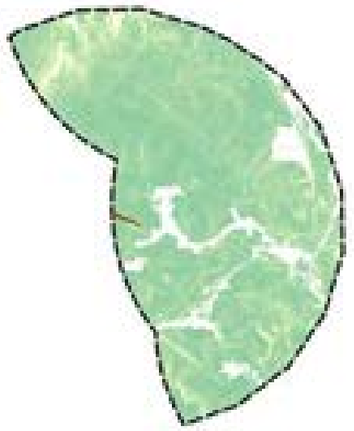


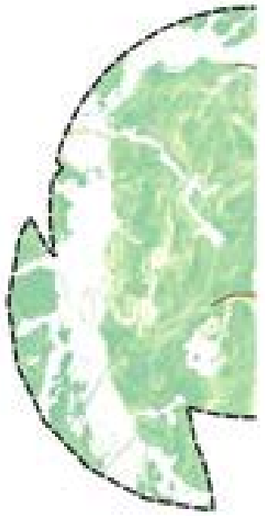
Excluded Environmental Designations (White Areas)

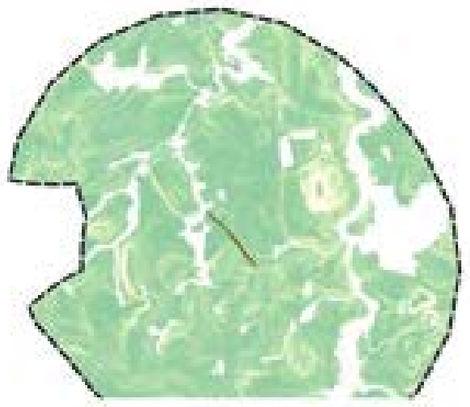
Search Area

Region

Rail Gauge W8 and above / Greater than 790m







Promap

Client:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

Project:
Rail Central

Drawing:
Plan 6c - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_106

Date:
22.11.2018

Revision:
1.1

Turley

Excluded Environmental Designations (White Areas)

Search Area

Region

Rail Gauge W8 and above / Greater than 790m

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

Project:
Rail Central

Drawing:
Plan 6d - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

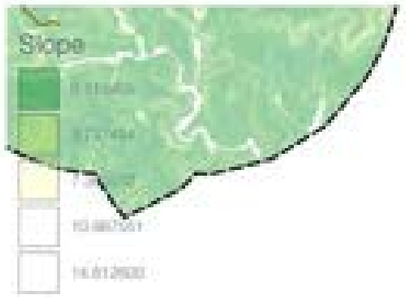
Project Number:
ASHA3002

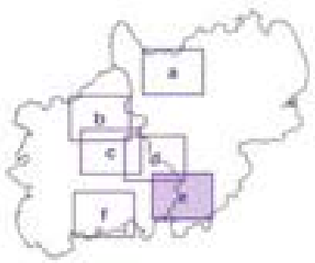
Drawing Number:
3002_106

Date:
22.11.2016

Revision:
1.1

Turley





Excluded Environmental Designations (White Areas)

Search Area

Rail Central Site

Region

Rail Gauge W8 and above / Greater than 730m

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

Project:
Rail Central

Drawing:
Plan 9e - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

Drawing Number:
3002_106

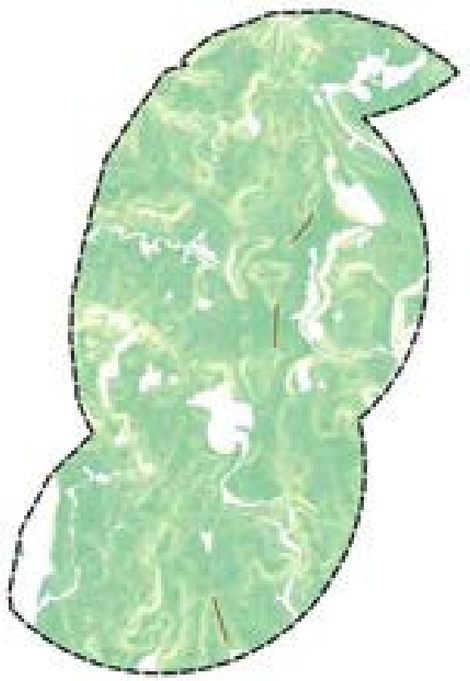
Date:
22. 11. 2016

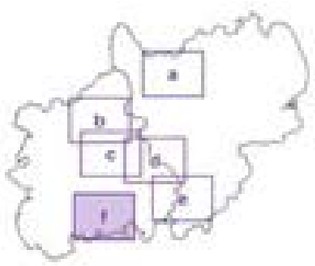
Revision:
1.1

Turley

Slope

- 0.112400
- 3.737454
- 7.362602
- 10.987751
- 14.612900





Excluded Environmental Designations (White Areas)

Search Area

Region

Rail Gauge W8 and above / Greater than 790m

Client:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

Project:
Rail Central

Drawing:
Plan 8f - Key Environmental Designations

Scale:
NTS@A3

Status:
Draft

Project Number:
ASHA3002

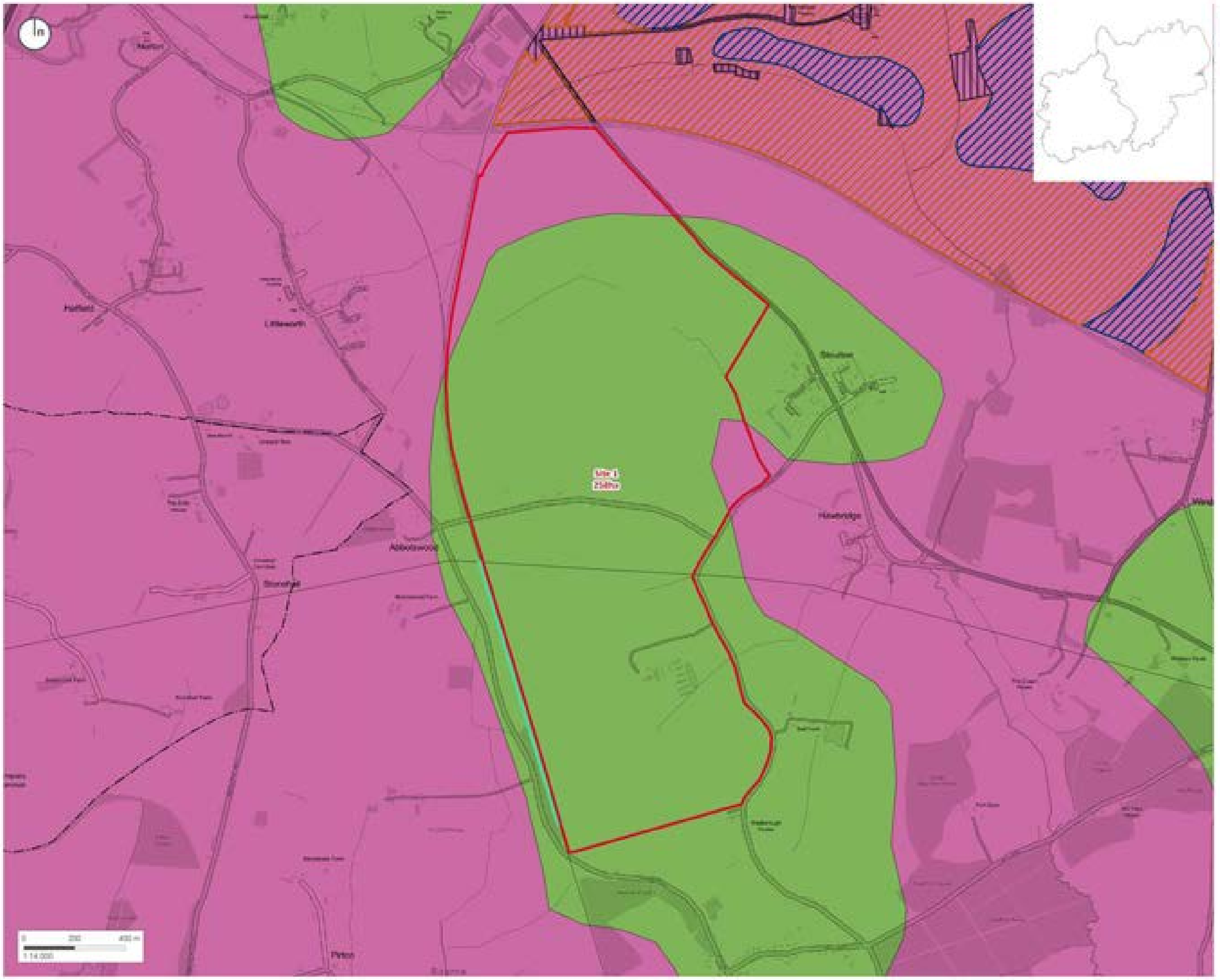
Drawing Number:
3002_106

Date:
22. 11. 2016

Revision:
1.1

Turley

Appendix 9: Plans 7-1 to 7-25 Agricultural Land Classification



Client reference
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

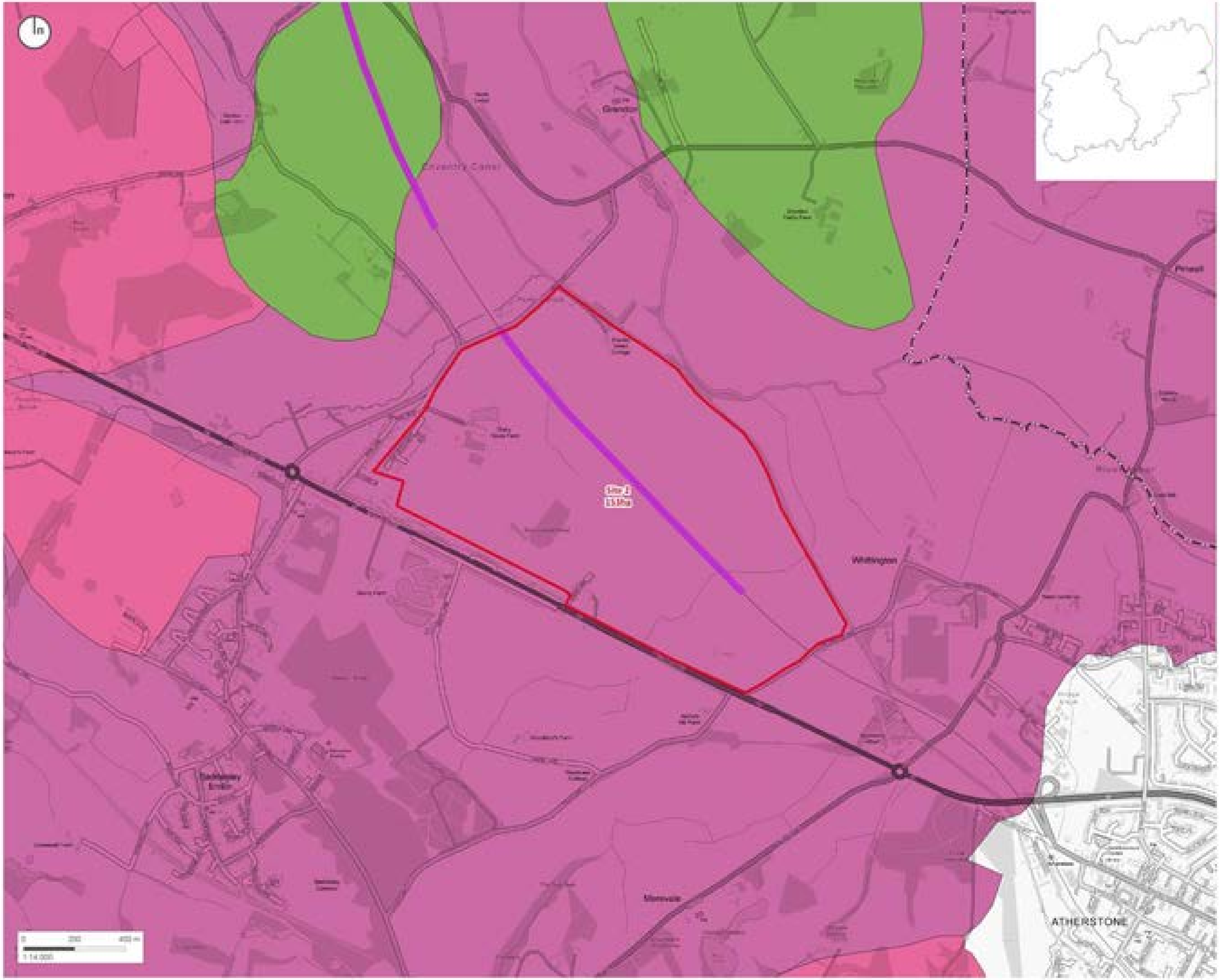
Project
Rail Central, Northamptonshire

Document
Environmental Statement

Title
Alternative Sites Red Line (ALC) - Site 1
Wadborough Park Farm, near Stoulton, Worcestershire
Site Area - 258ha

Figure No
9002_100_(ALC) Plan 7-1

Revision	Author
1.2	**MS**
Date	Scale
March 2018	**As shown (A3)**



Alternative Site

Rail Gauge

W10

Background EA LIDAR (DSM)

ALC

Grade 2

Grade 3

Grade 4

Urban

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

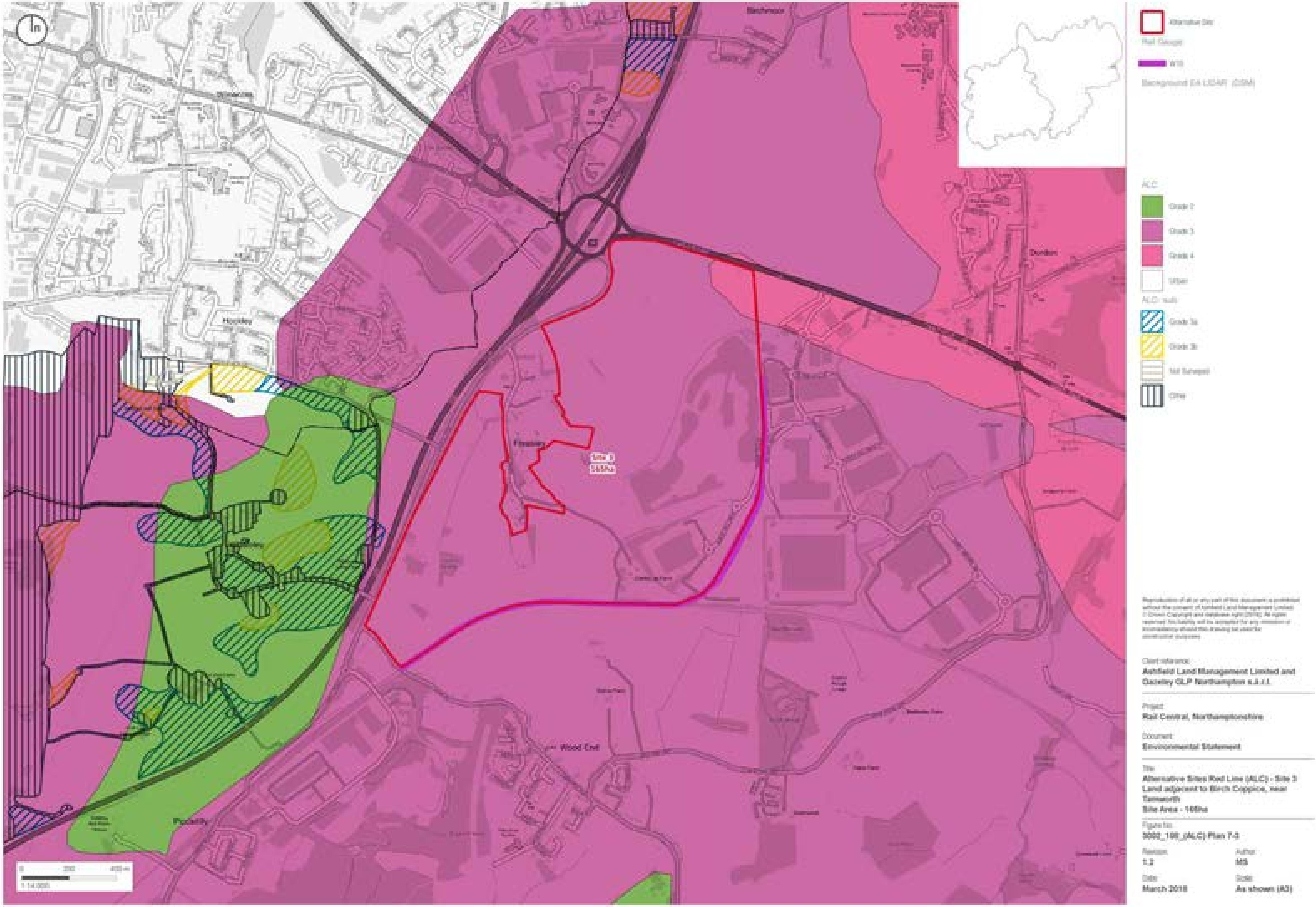
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 2 Dairy House Farm, Grendon, near Tamworth Site Area - 150ha

Figure No:
3002_100_(ALC) Plan 7-2

Revision	Author
1.2	MS
Date	**Scale**
March 2018	As shown (A3)



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

Project:
Rail Central, Northamptonshire

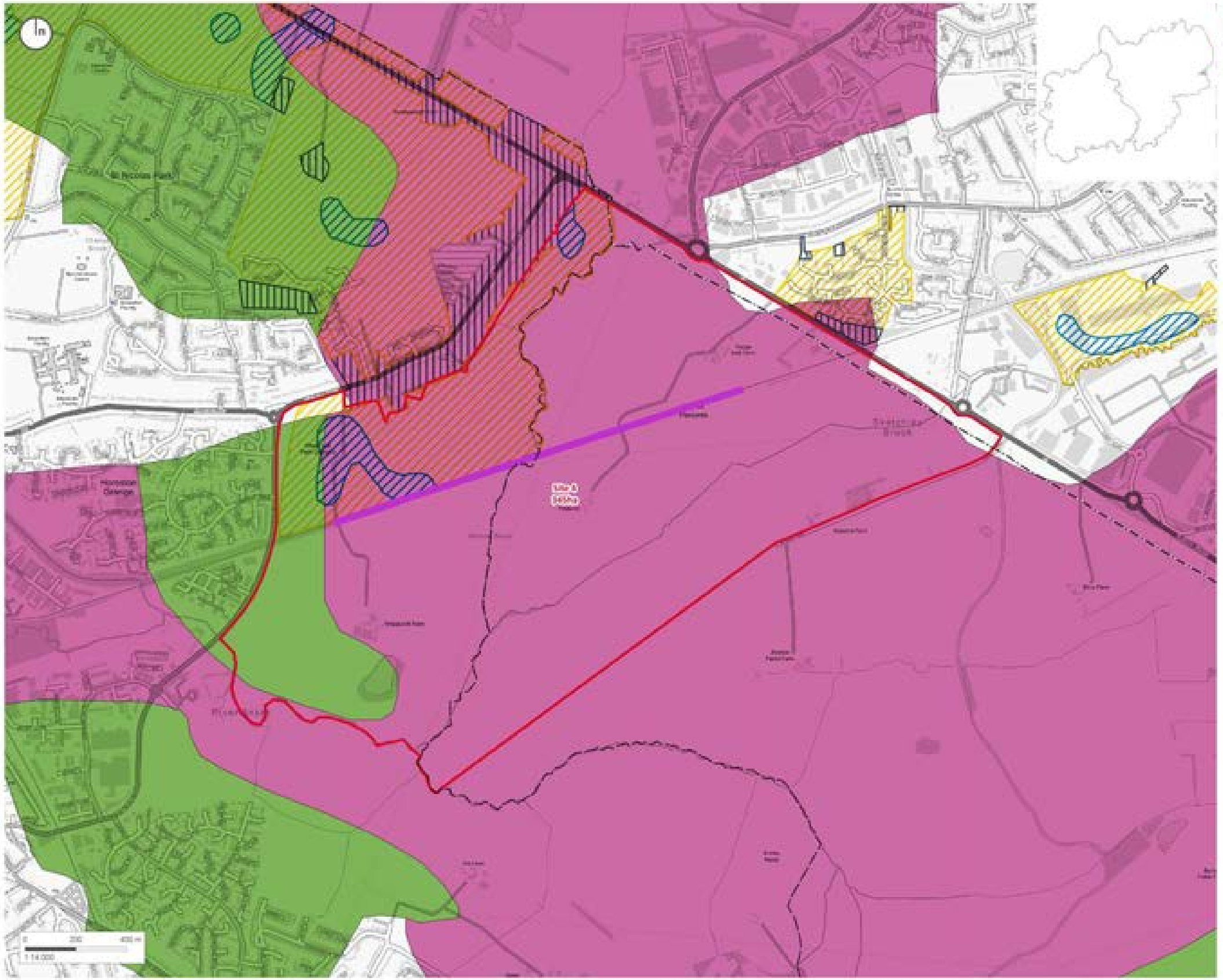
Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 3 Land adjacent to Birch Coppice, near Tamworth
Site Area - 168ha

Figure No:
3002_100_(ALC) Plan 7-3

Revision: **1.2**
Author: **MS**

Date: **March 2018**
Scale: **As shown (A3)**



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

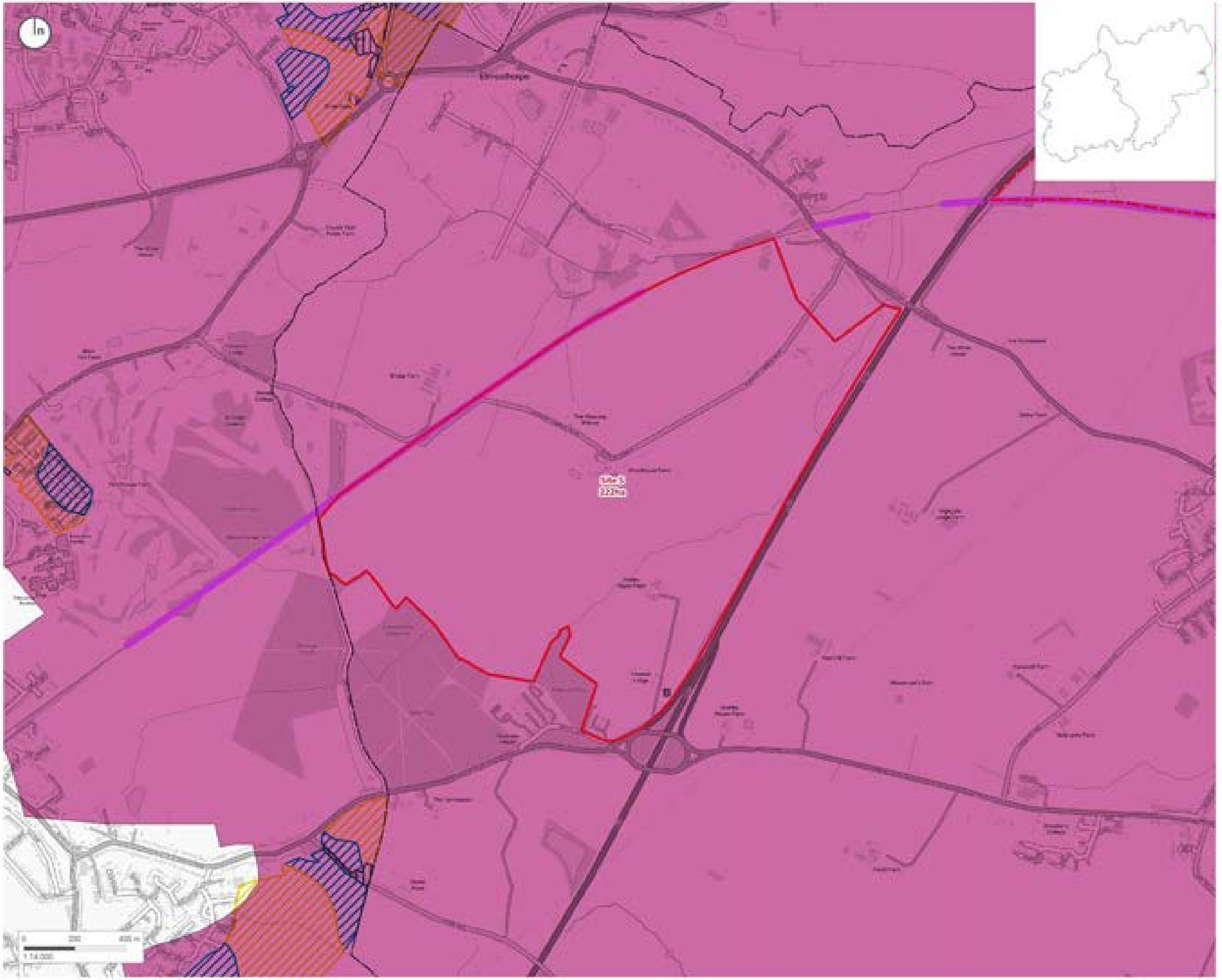
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Rail Line (ALC) - Site 4
Land between Hinckley and Nuneaton
Site Area - 346ha

Figure No:
3002_100_(ALC) Plan 7.4

Revision	Author
1.2	**MS**
Date:	Scale:
March 2018	**As shown (A3)**



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

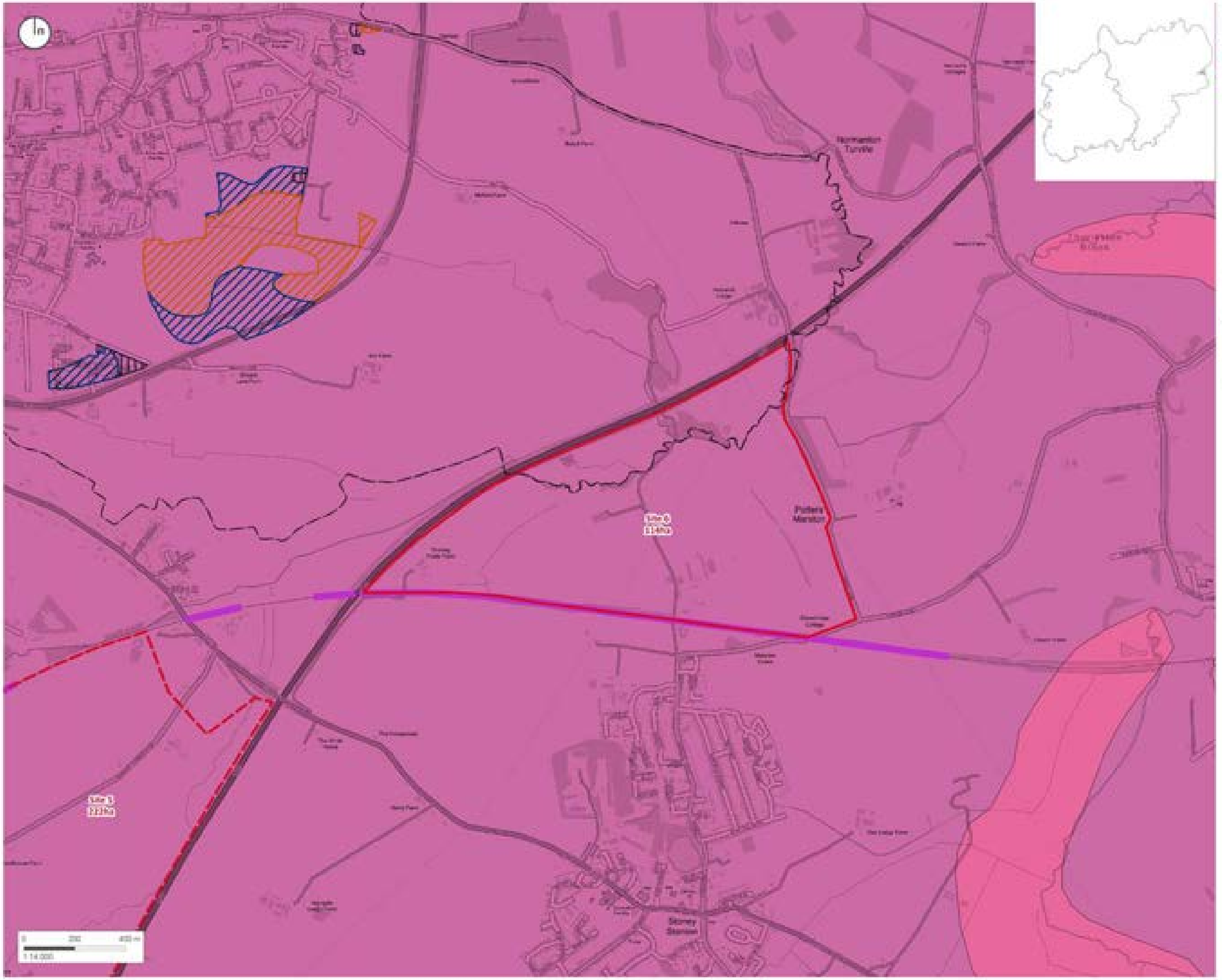
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 6
Land at Burbage Common, Hinckley
Site Area - 222ha

Figure No:
3002_100_(ALC) Plan 7-6

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



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

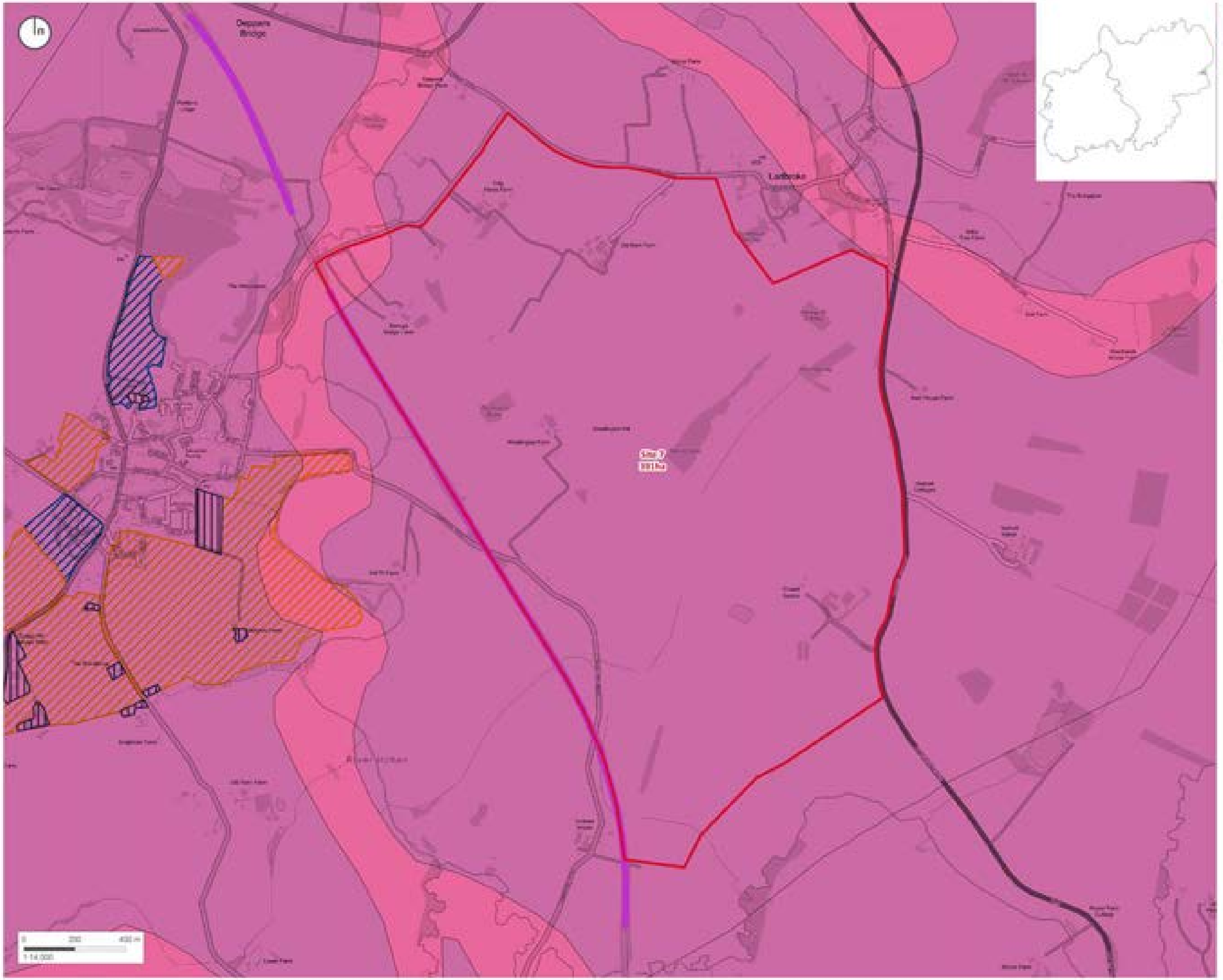
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 6 Land at Potters Marston
Site Area - 11.48ha

Figure No:
9002_100_(ALC) Plan 7-6

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

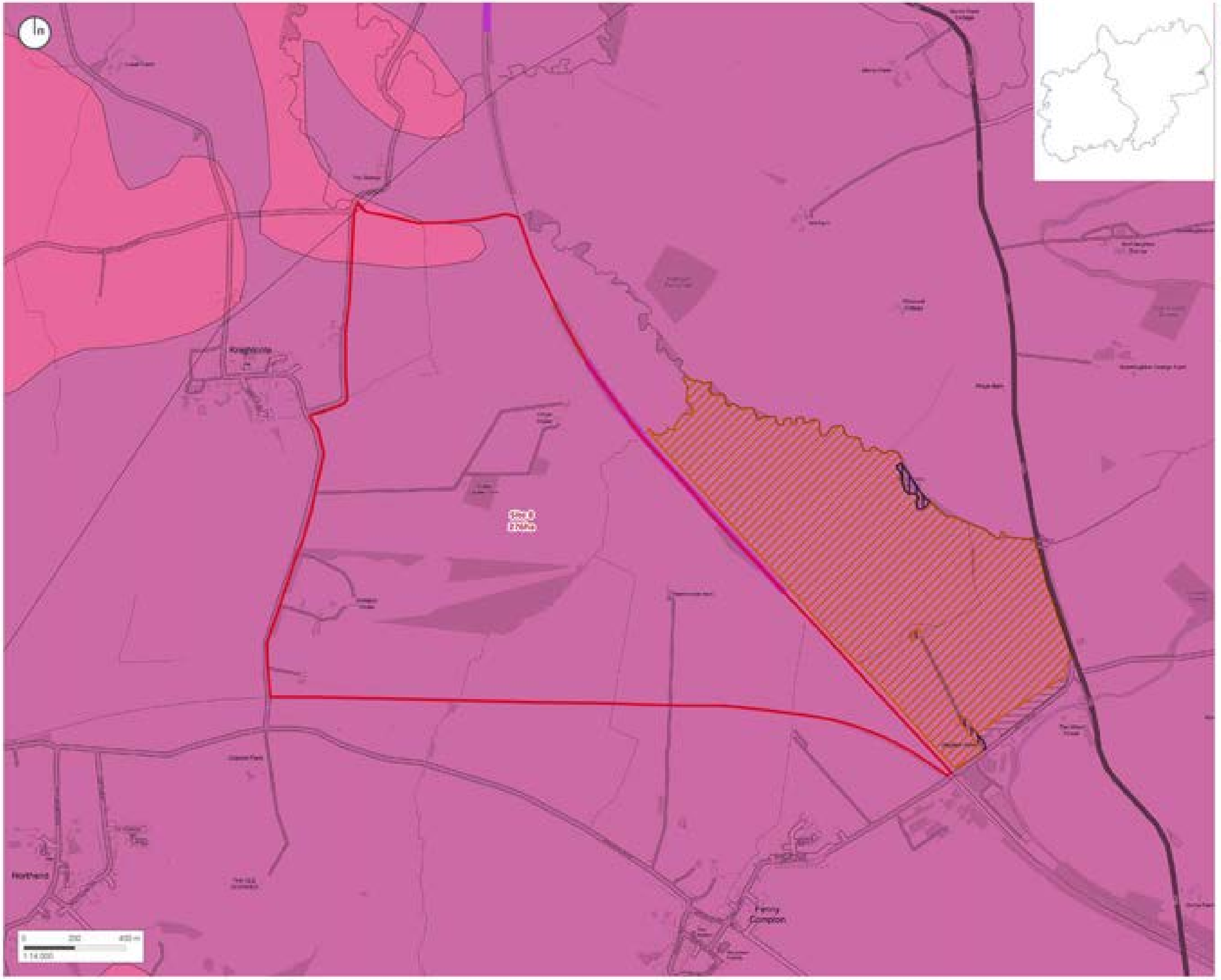
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Rail Line (ALC) - Site 7
Land between Ladbroke and Bishops Itchington
Site Area - 391ha

Figure No:
5002_100_(ALC) Plan 7-7

Revision	Author
1.3	**MS**
Date:	Scale:
March 2018	**As shown (A3)**



Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

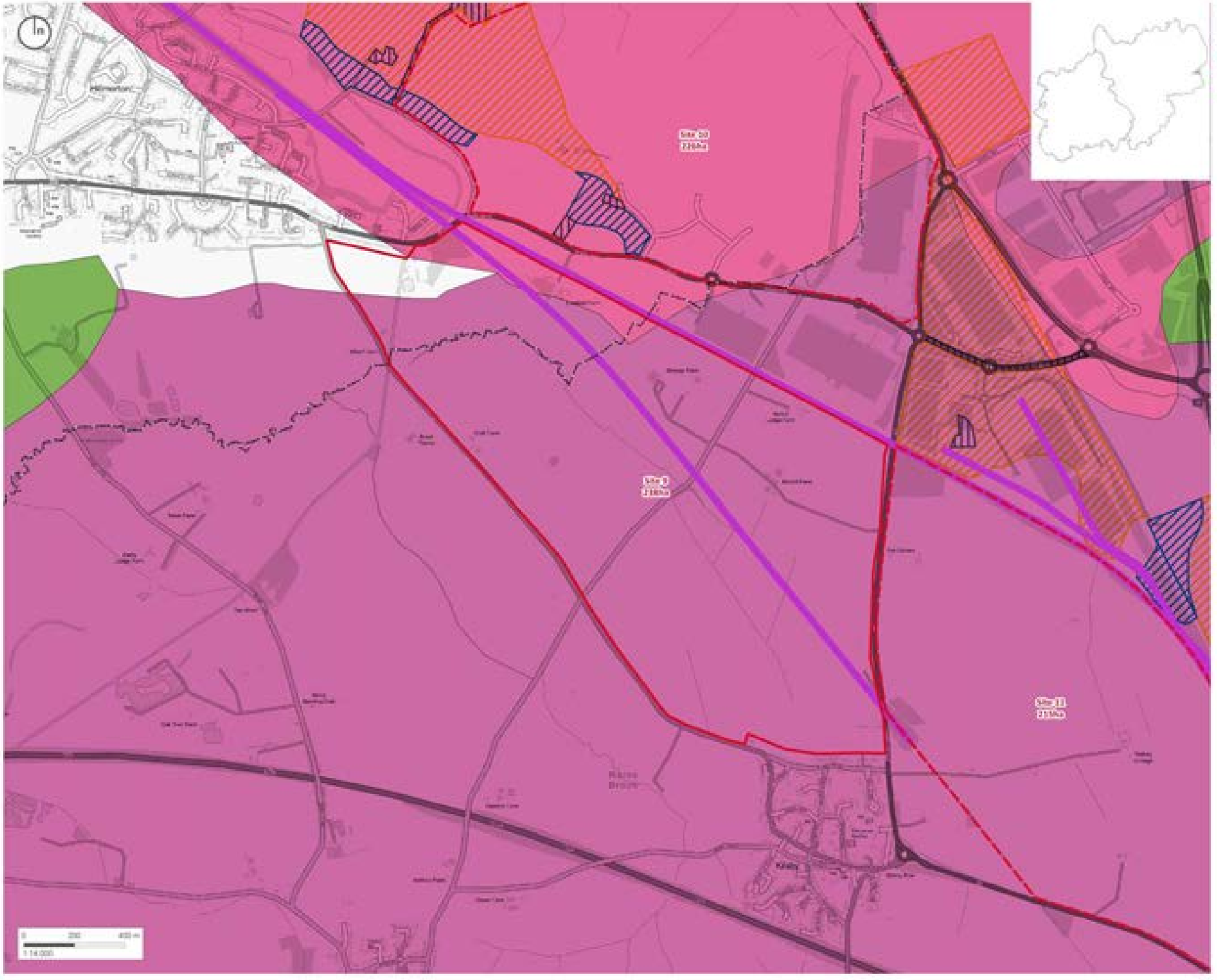
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Rail Line (ALC) - Site II Land between Knightcote and Ferny Compton
Site Area - 276ha

Figure No:
9002_100_(ALC) Plan 7-II

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



Alternative Site
Other Alternative Sites
Red Gauge
M10
Background: EA LiDAR (DSM)

ALC
Grade 2
Grade 3
Grade 4
Urban
ALC - SoB
Grade 3a
Grade 3b
Other

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

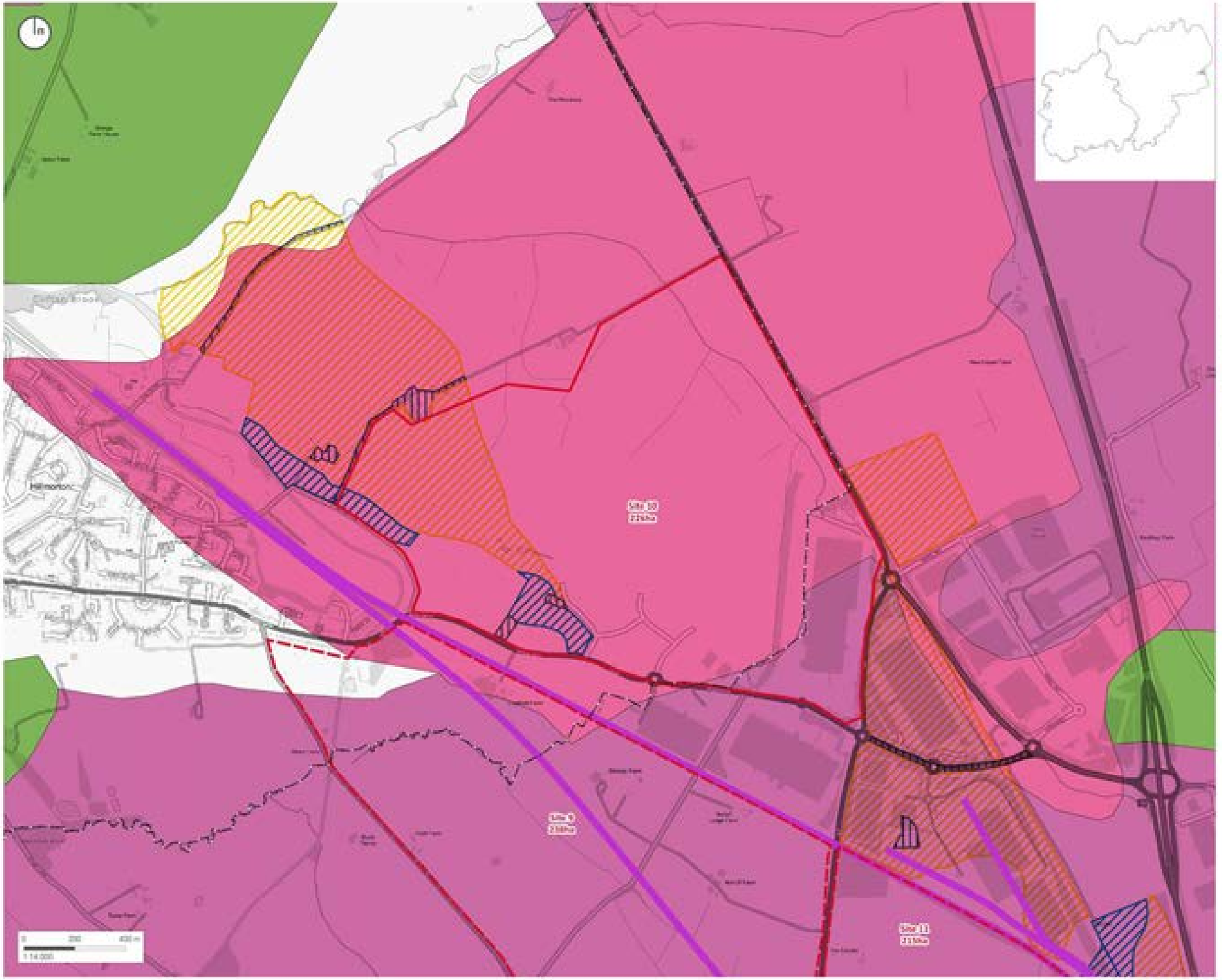
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 9
Kilsby North
Site Area - 220ha

Figure No:
3002_100_(ALC) Plan 7-9

Revision	Author
1.2	**MS**
Date:	Scale:
March 2018	**As shown (A3)**



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

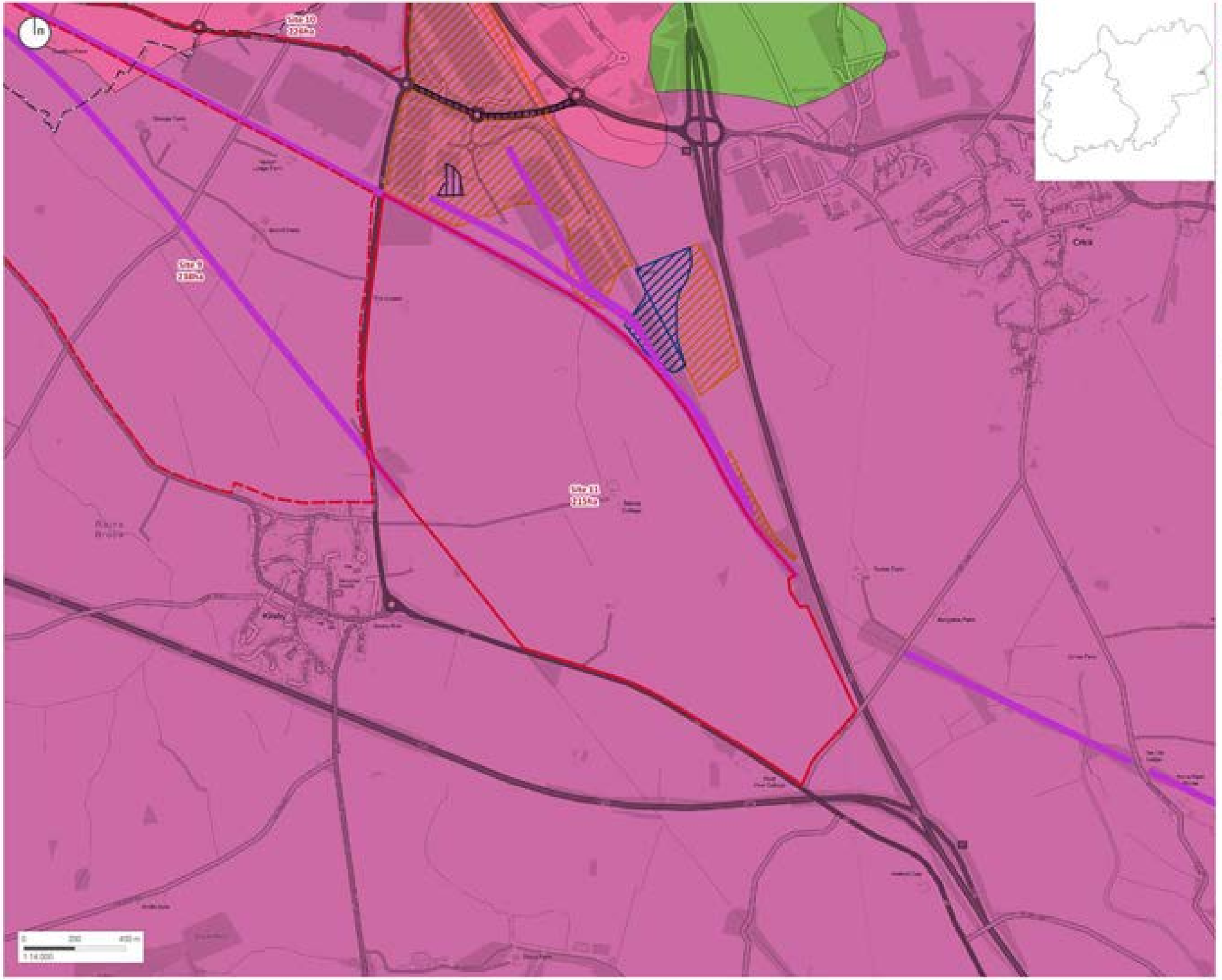
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 10
Part of Rugby Radio Station West
Site Area - 226ha

Figure No:
3002_100_(ALC) Plan 7-10

Revision	Author
1.2	MS
Date	Scale
March 2018	As shown (A3)



Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

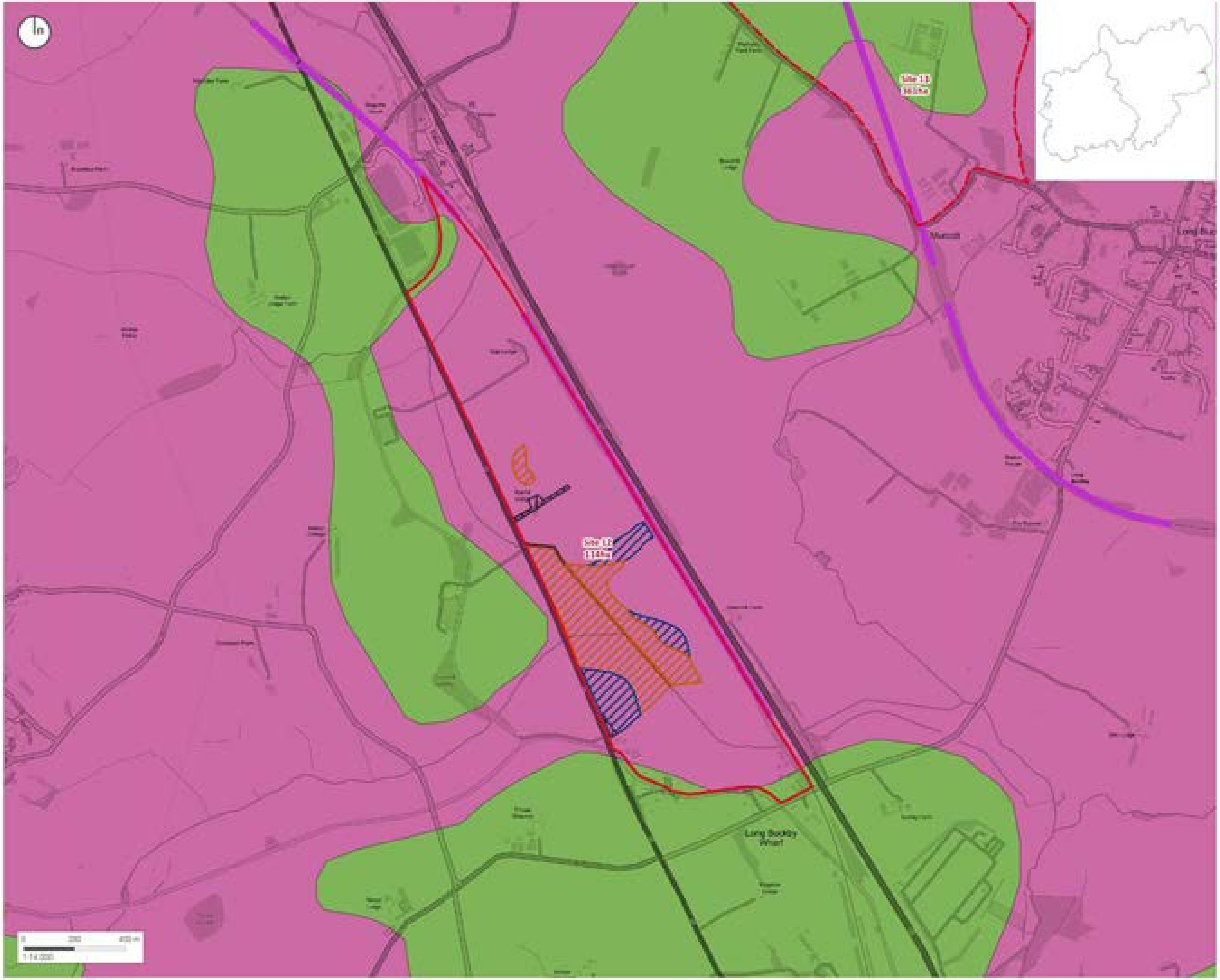
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 11
Kilsby East
Site Area - 215ha

Figure No:
9002_100_(ALC) Plan 7-11

Revision	Author
1.3	MS
Date:	Scale:
March 2018	As shown (A3)



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

Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 12
Land North of Long Buckby Wharfe
Site Area - 114ha

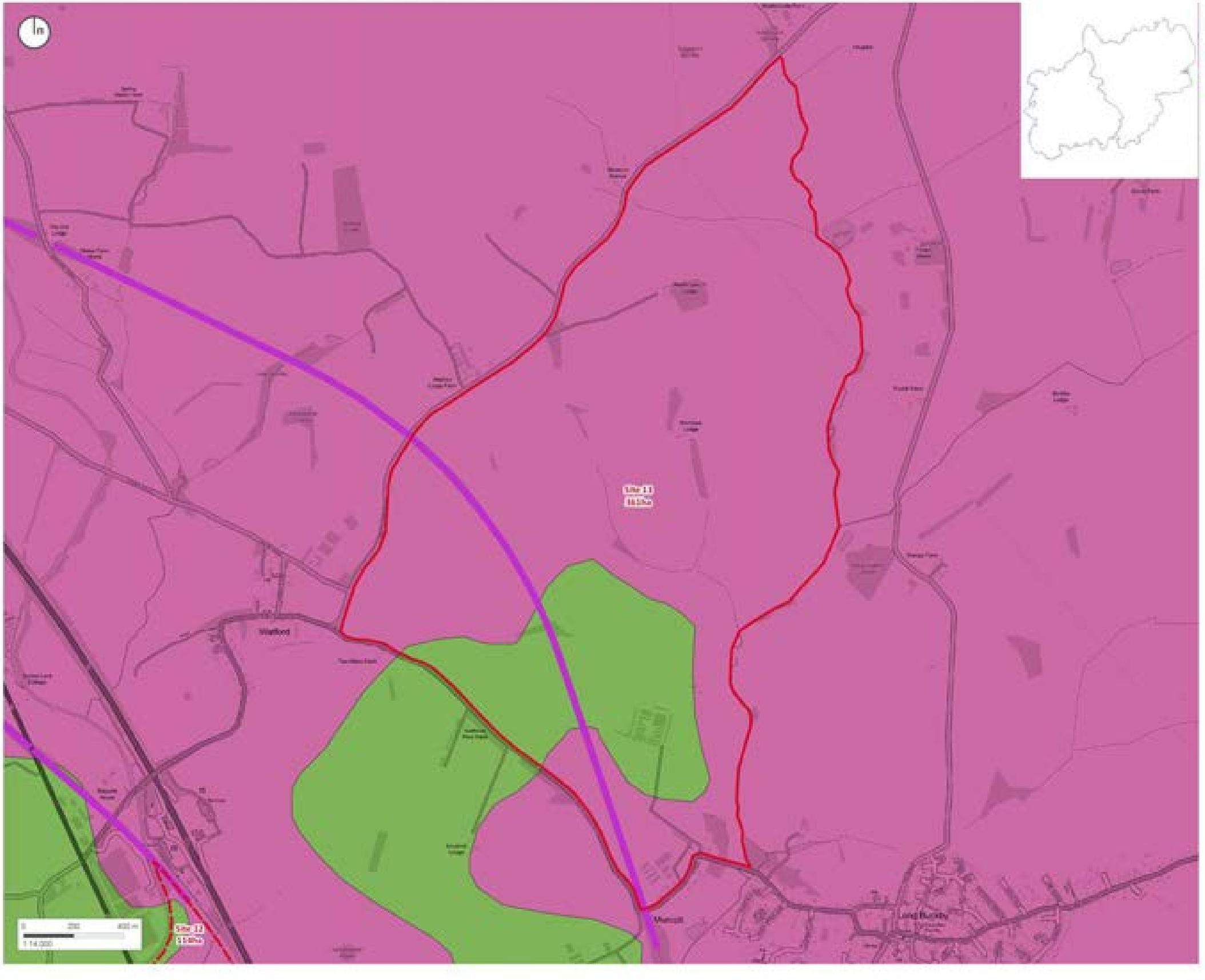
Figure No:
3002_100_(ALC) Plan 7-12

Revision:
1.2

Author:
MS

Date:
March 2018

Scale:
As shown (A3)



Alternative Site

Other Alternative Sites

Red Gauge

M10

Background OA LiDAR (DSM)

ALC

Grade 2

Grade 3

Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

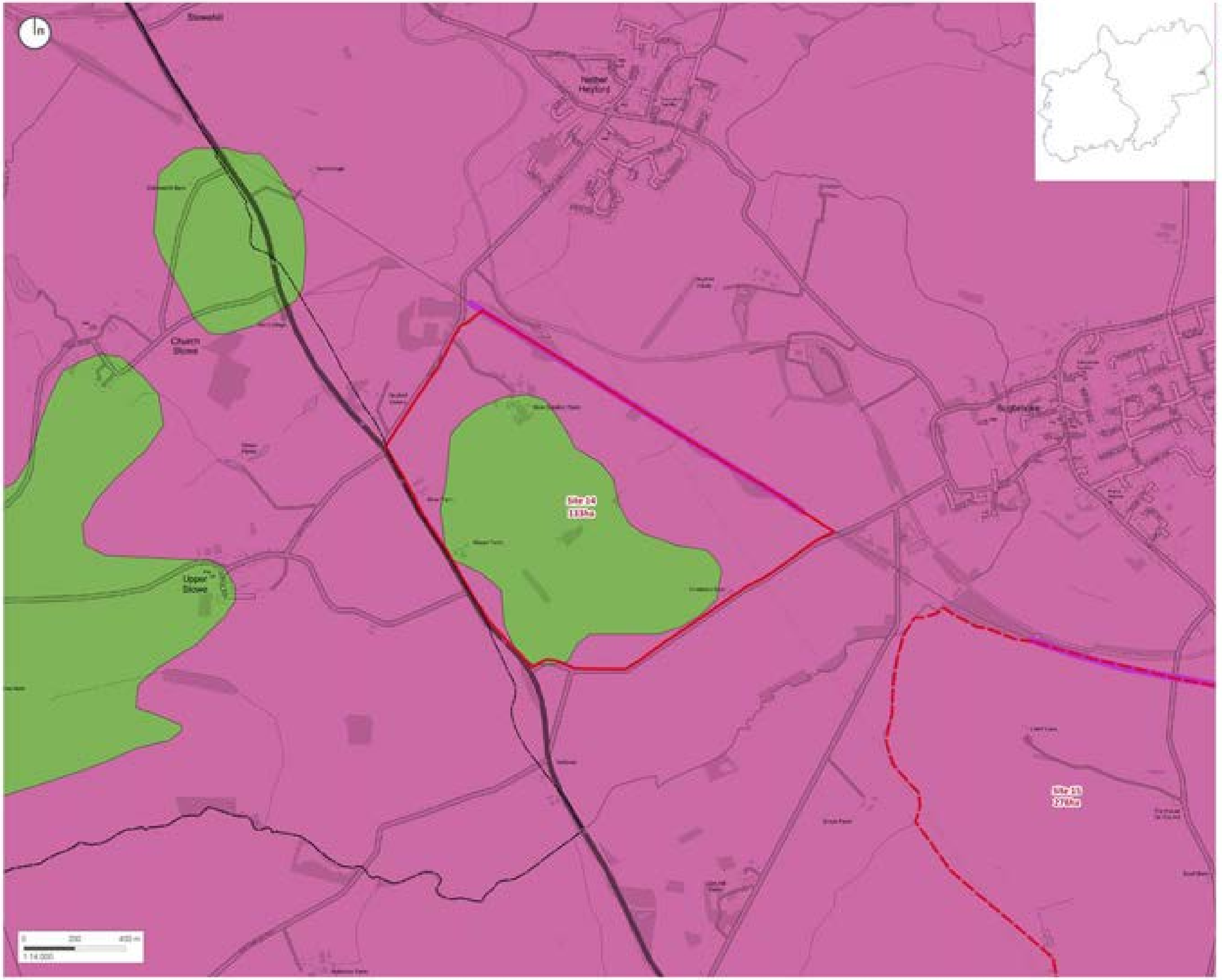
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 13
Land to the North East of Long Buckby
Site Area - 361ha

Figure No:
3002_100_(ALC) Plan 7-13

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



Alternative Site

Other Alternative Sites

Red Clauge

M10

Background OA LiDAR (DSM)

ALC

Grade 2

Grade 3

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

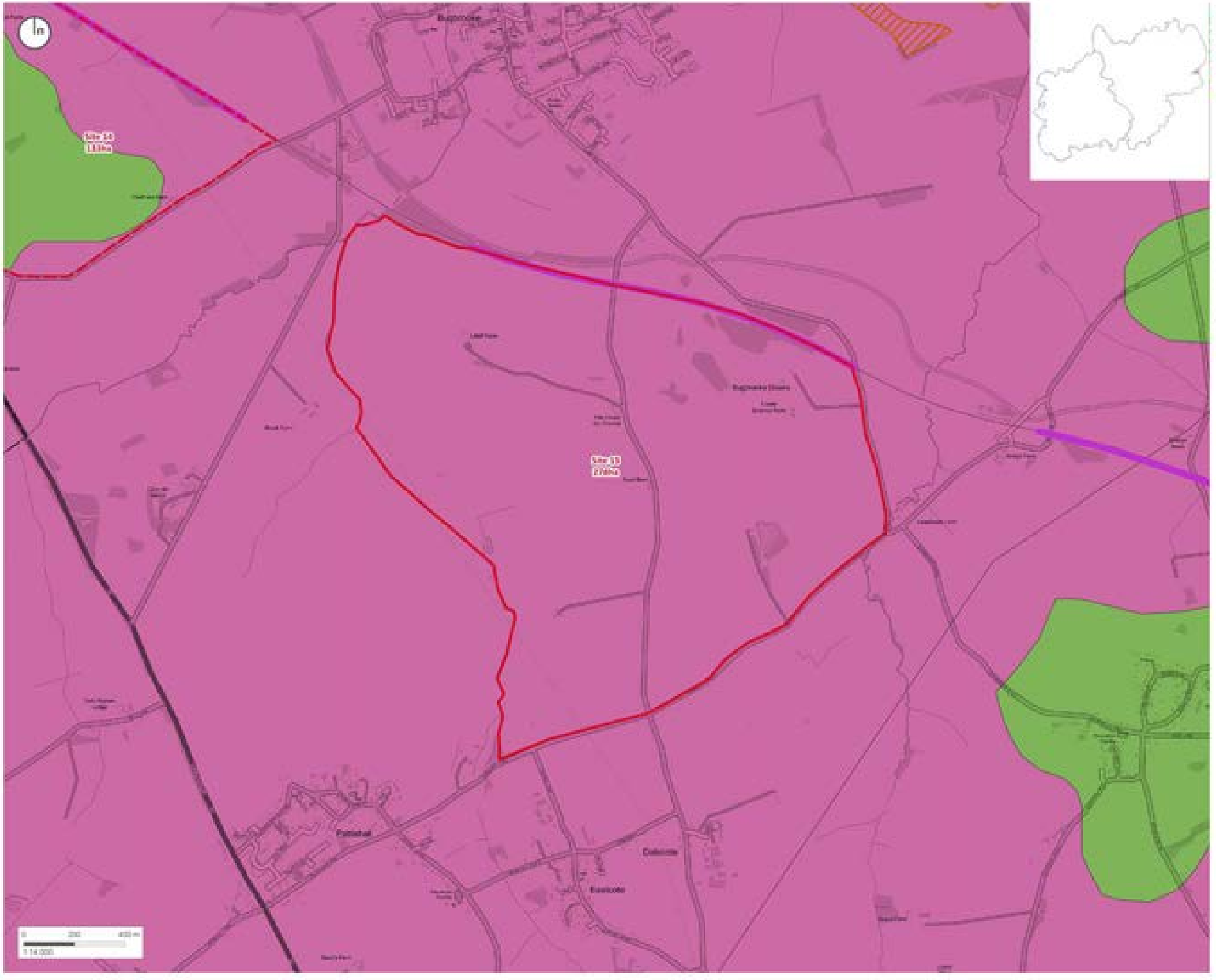
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 14
Land to the West of Bugbrooke and South of Norther Heyford
Site Area - 133ha

Figure No:
3002_100_(ALC) Plan 7-14

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



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

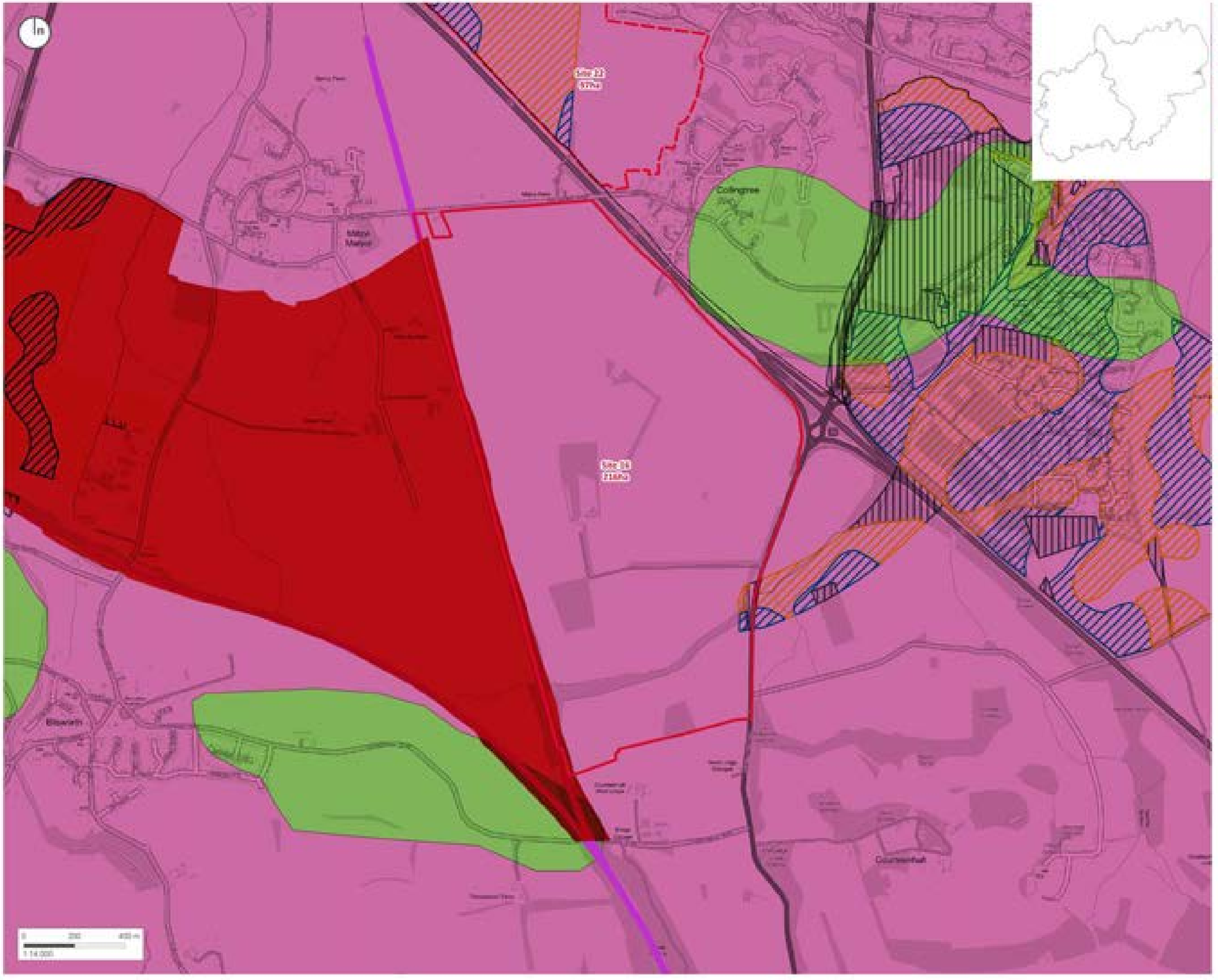
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 15
Land South of Bugbrooke
Site Area - 270ha

Figure No:
3002_100_(ALC) Plan 7-15

Revision	Author
1.2	**MS**
Date:	Scale:
March 2018	**As shown (A3)**



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

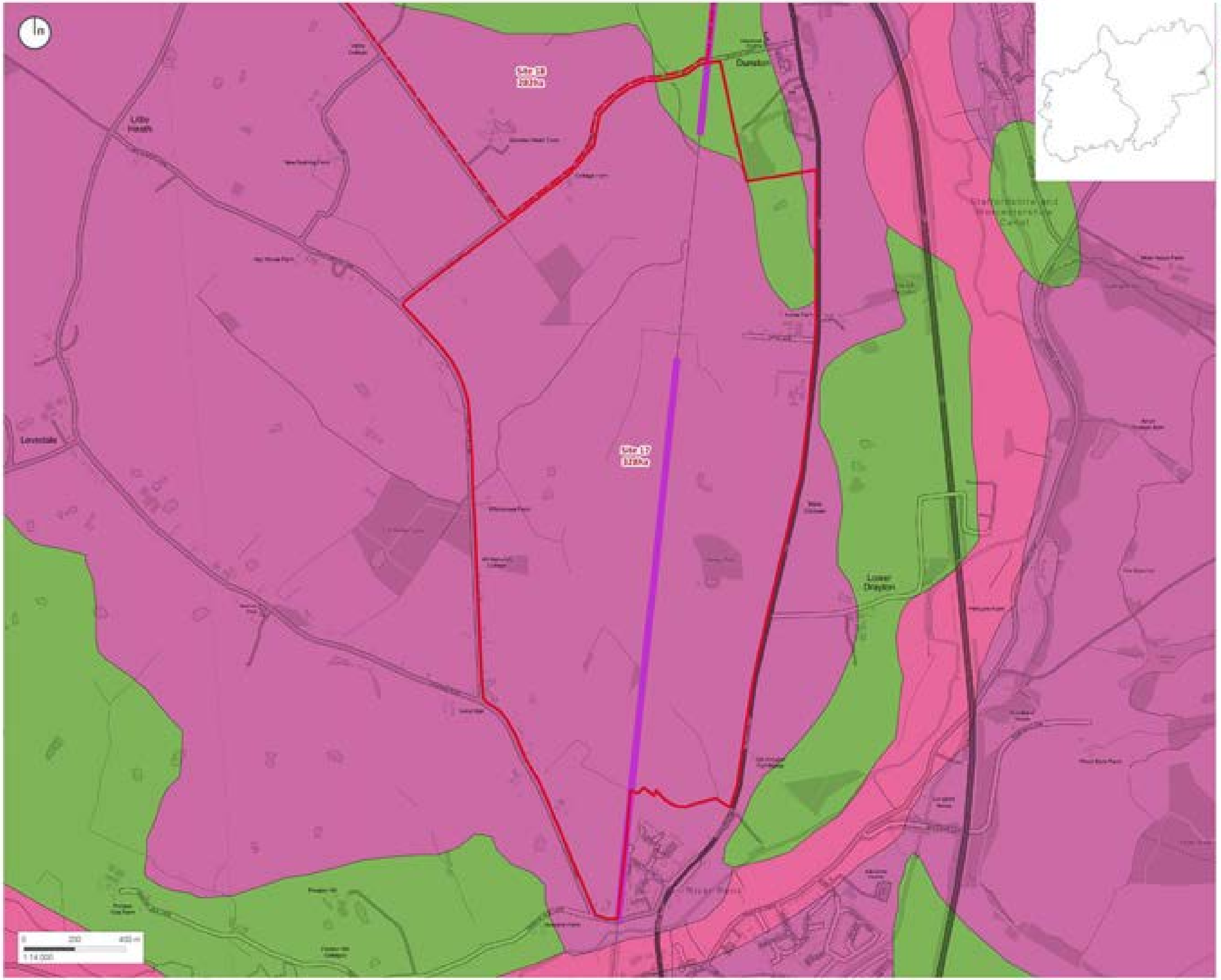
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 16
Northampton Gateway
Site Area - 218ha

Figure No:
3002_100_(ALC) Plan 7-16

Revision	Author
1.2	MS
Date	Scale
March 2018	As shown (A3)



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

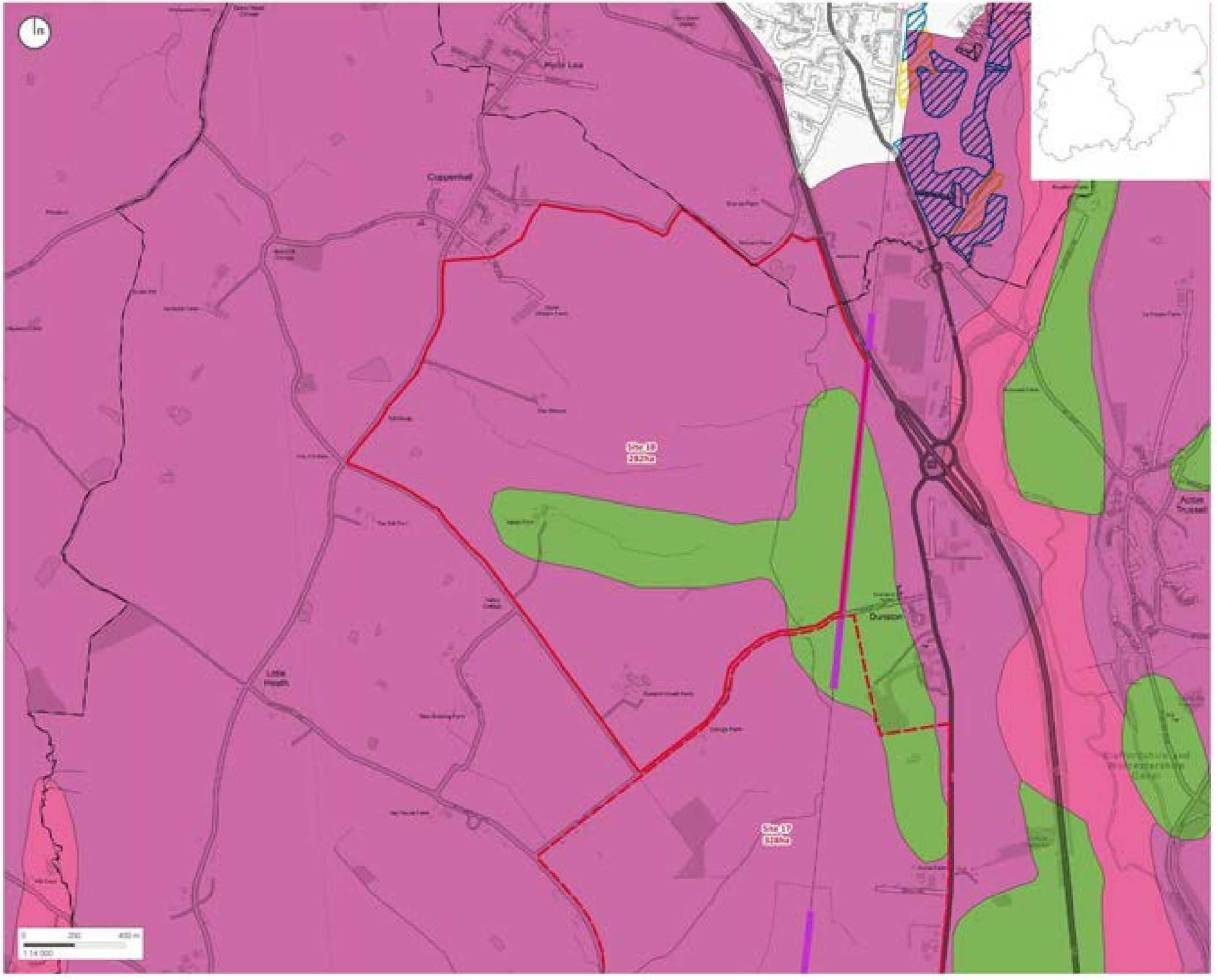
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 17
Land North of Pennbridge
Site Area - 320ha

Figure no:
9002_100_(ALC) Plan 7-17

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



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

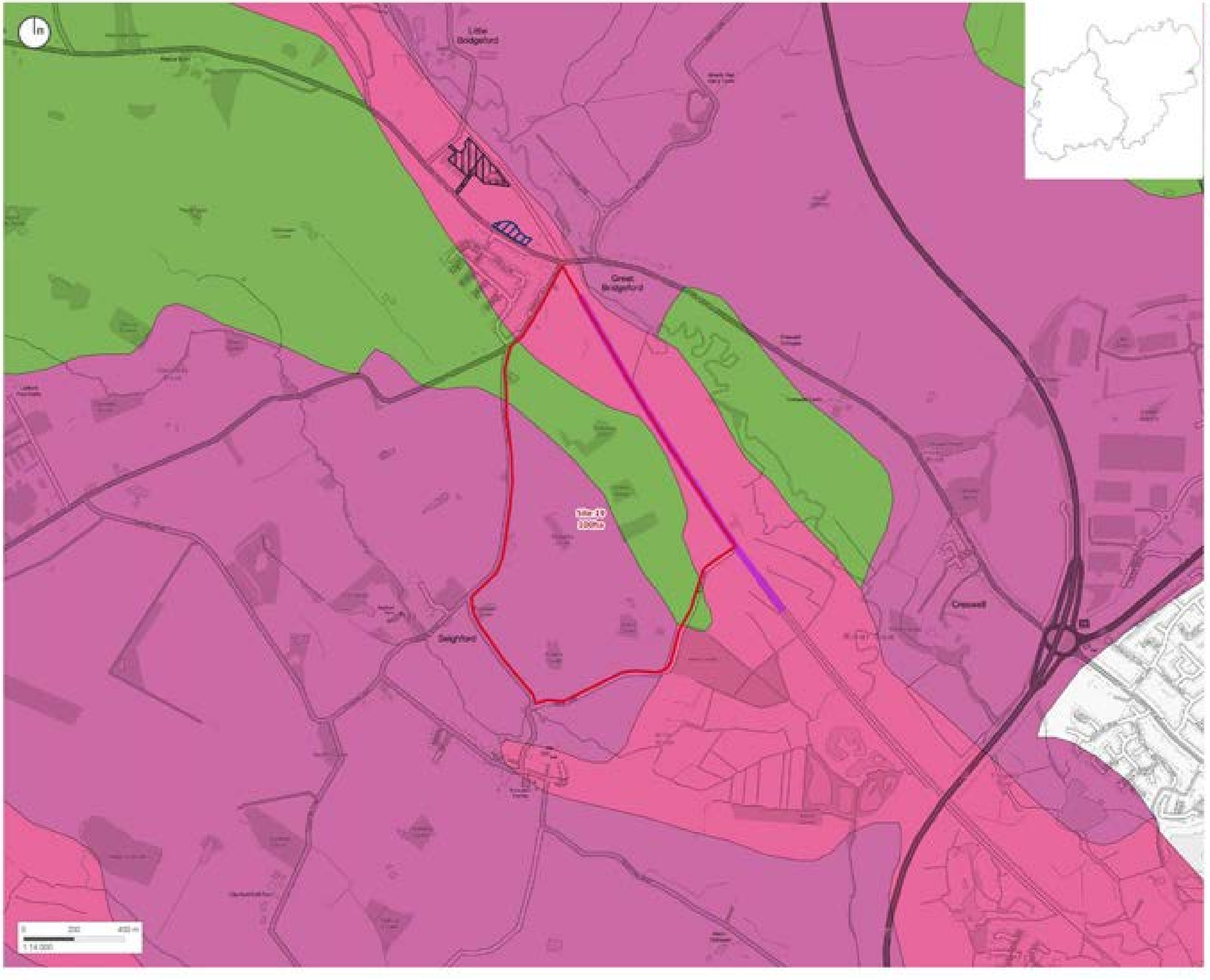
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 18
Land to the South of Stafford
Site Area - 292ha

Figure No:
3002_18B_(ALC) Plan 7-18

Revision: **1.2**
Author: **MS**
Date: **March 2018**
Scale: **As shown (A3)**



Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

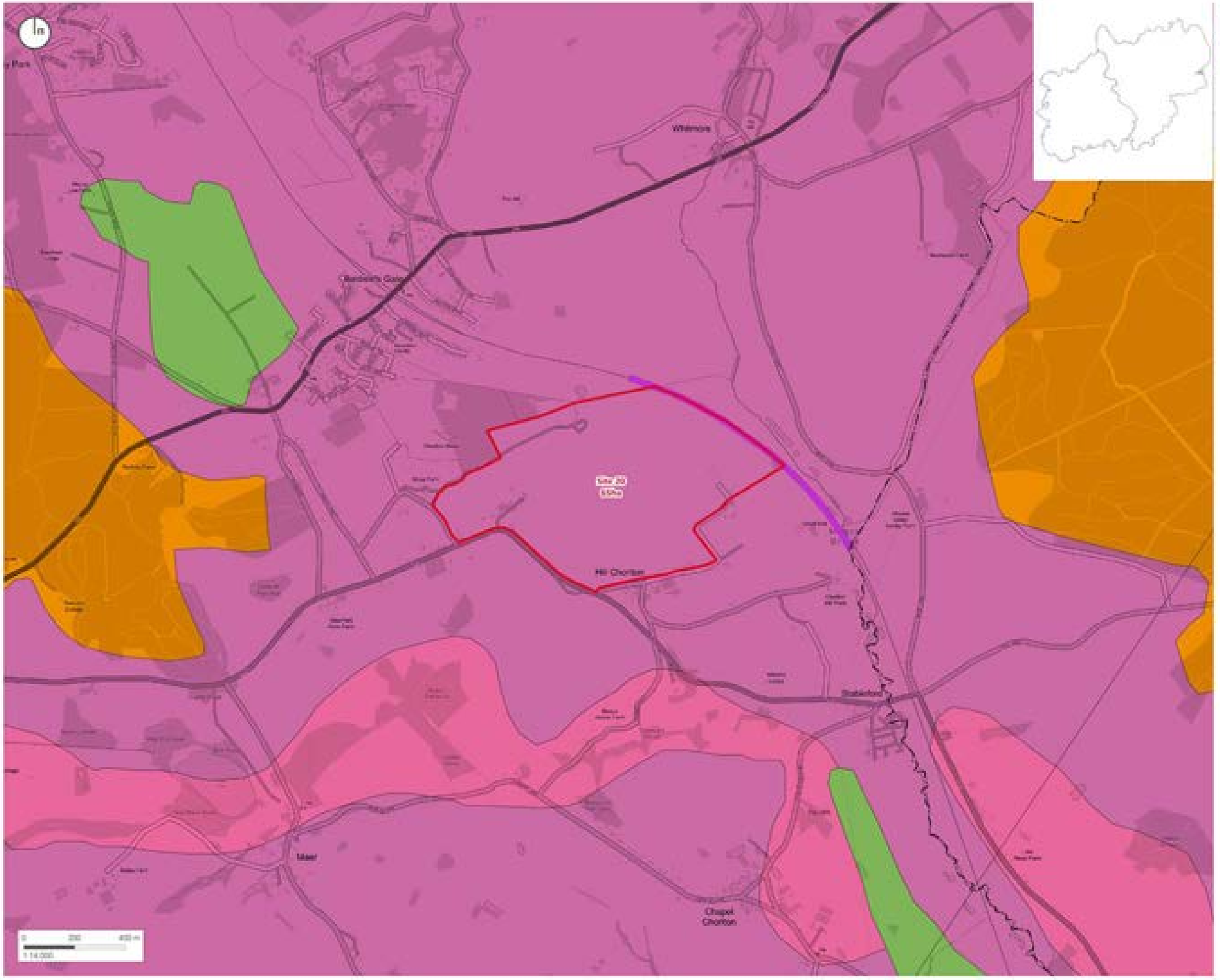
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 19
Land South of Great Bridgeford
Site Area - 100ha

Figure No:
3002_100_(ALC) Plan 7-19

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



Alternative Site
Rail Gauge
M6
Background EA LiDAR (DSM)

ALC
Grade 2
Grade 3
Grade 4
Non Agriculture

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

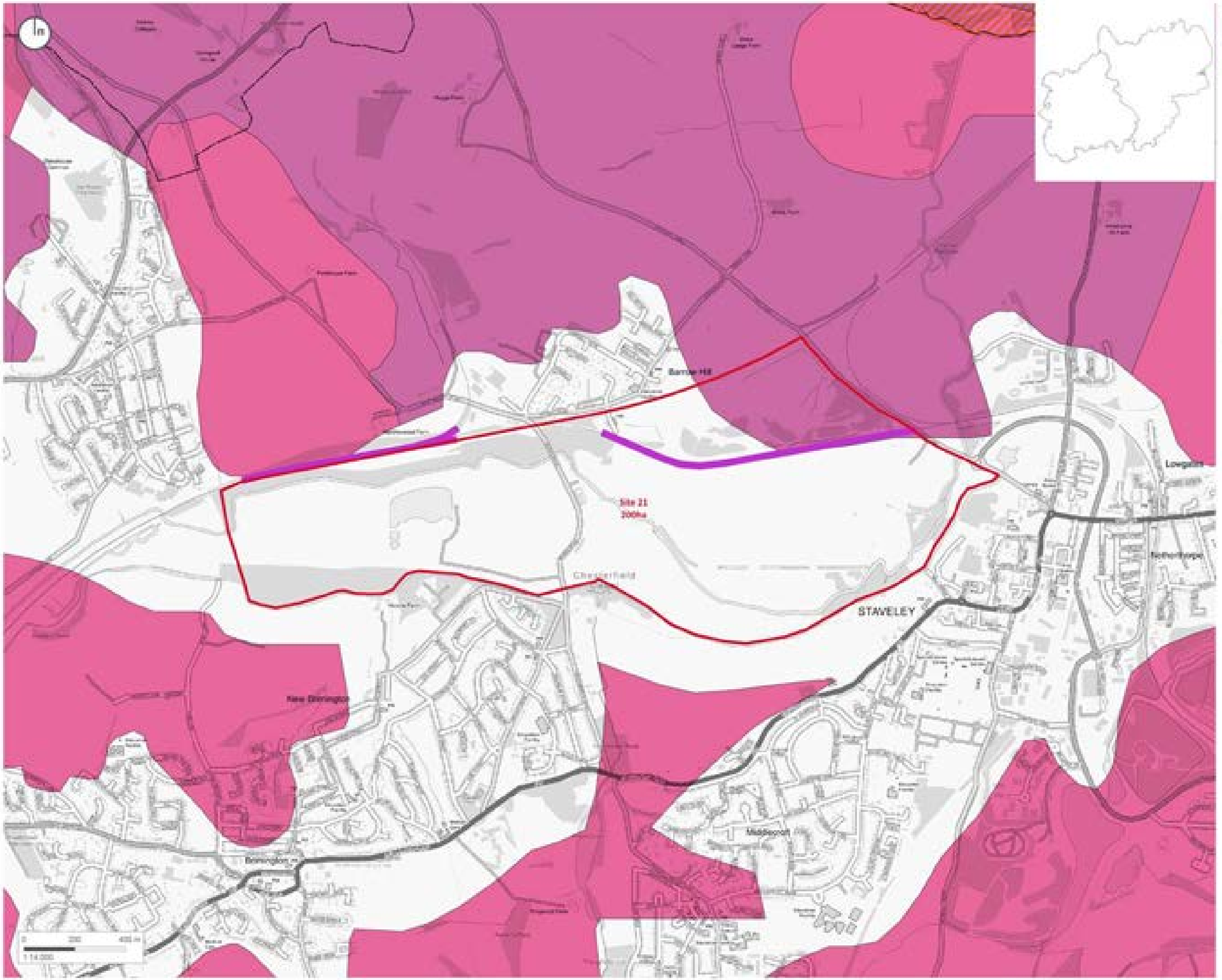
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Rail Line (ALC) - Site 20
Land at Baldwin's Gate
Site Area - 69ha

Figure No:
9002_100_(ALC) Plan 7-20

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



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

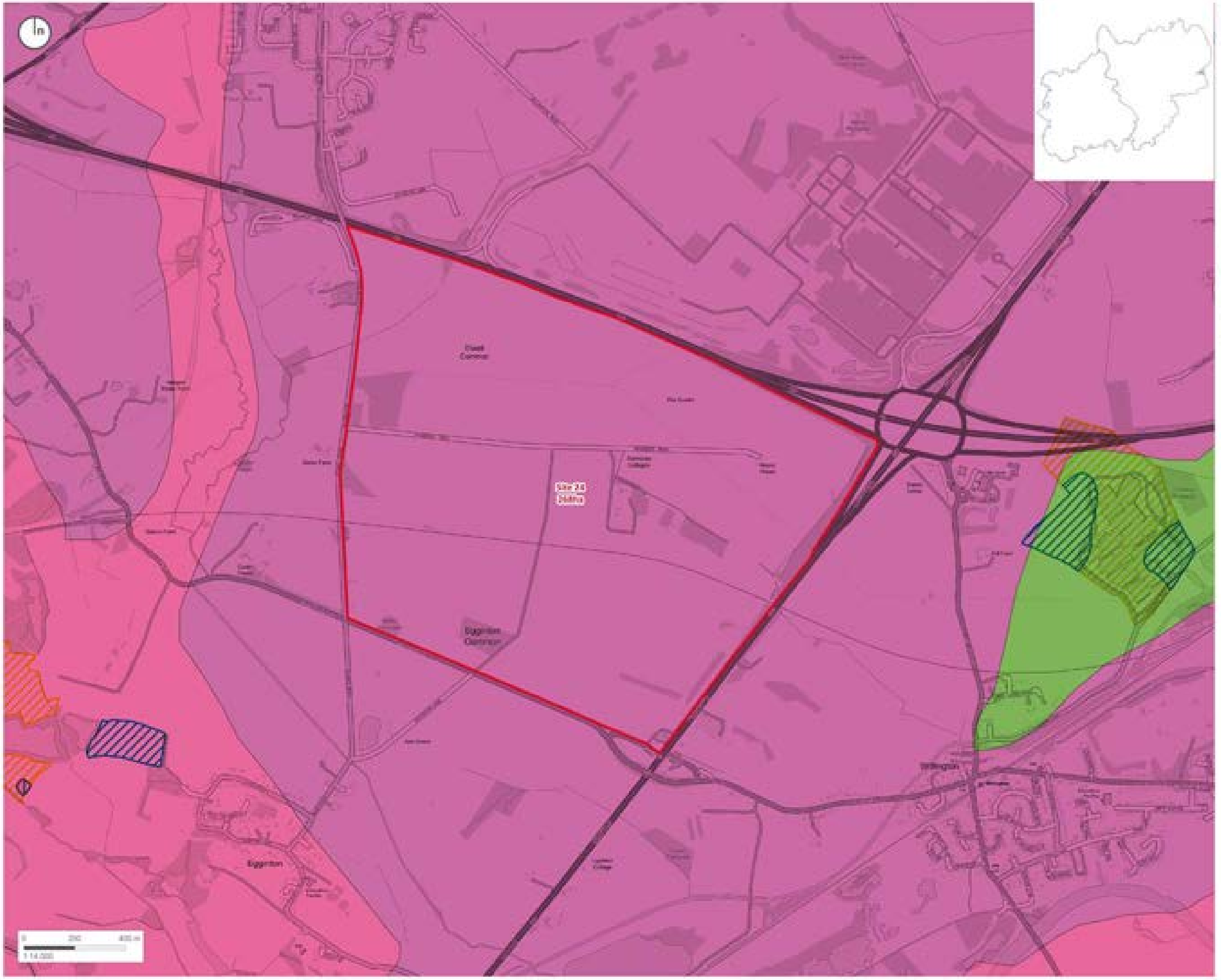
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Rail Line (ALC) - Site 21
Covidien, Staveley
Site Area - 300ha

Figure No:
3002_100_(ALC) Plan 7-21

Revision	Author
1.2	MS
Date:	Scale:
March 2018	As shown (A3)



Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

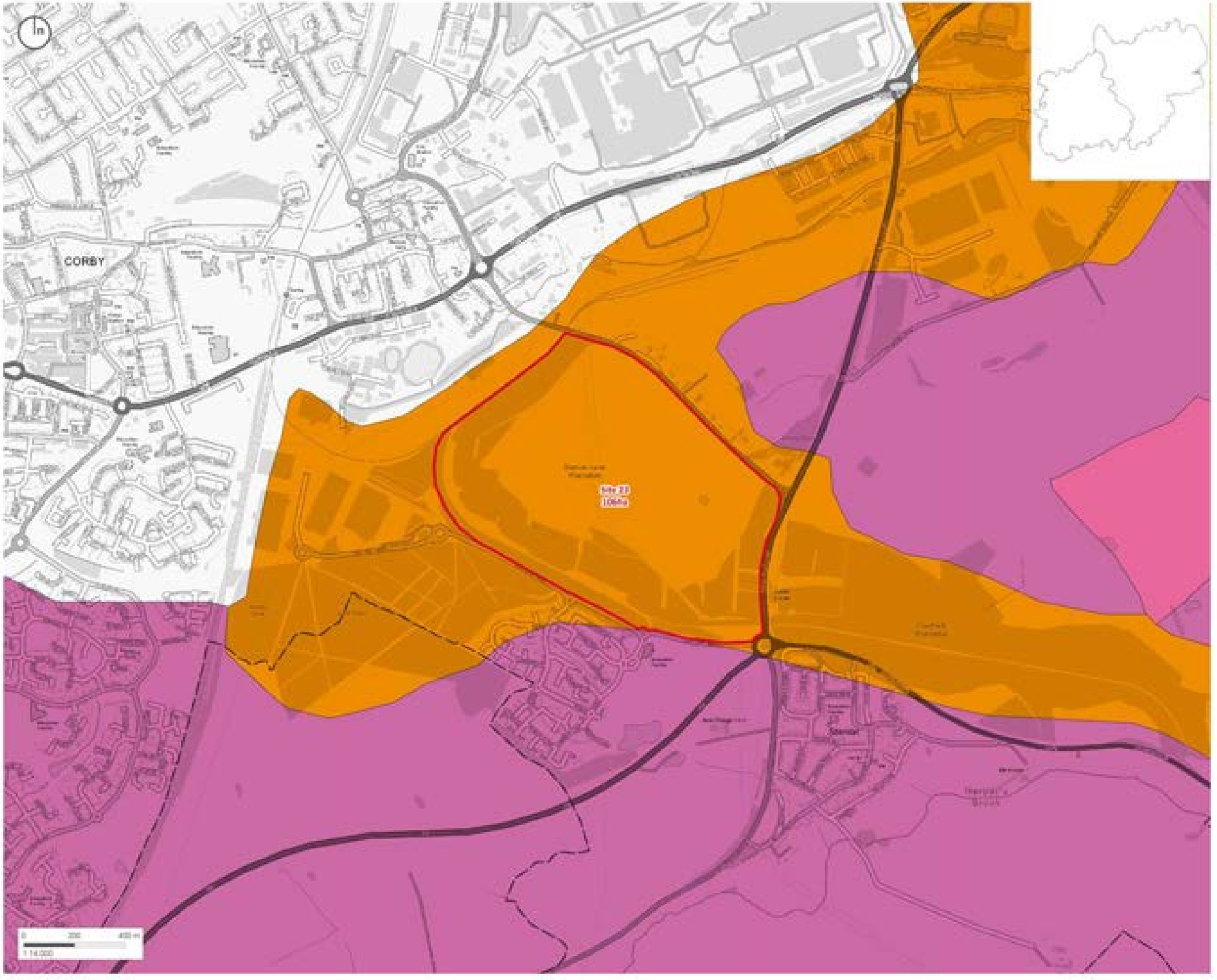
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 24 Etwall Common (East Midlands Intermodal Park)
Site Area - 269ha

Figure No:
3002_108_(ALC) Plan 7-24

Revision	Author
1.2	MS
Date	Scale
March 2018	As shown (A3)



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

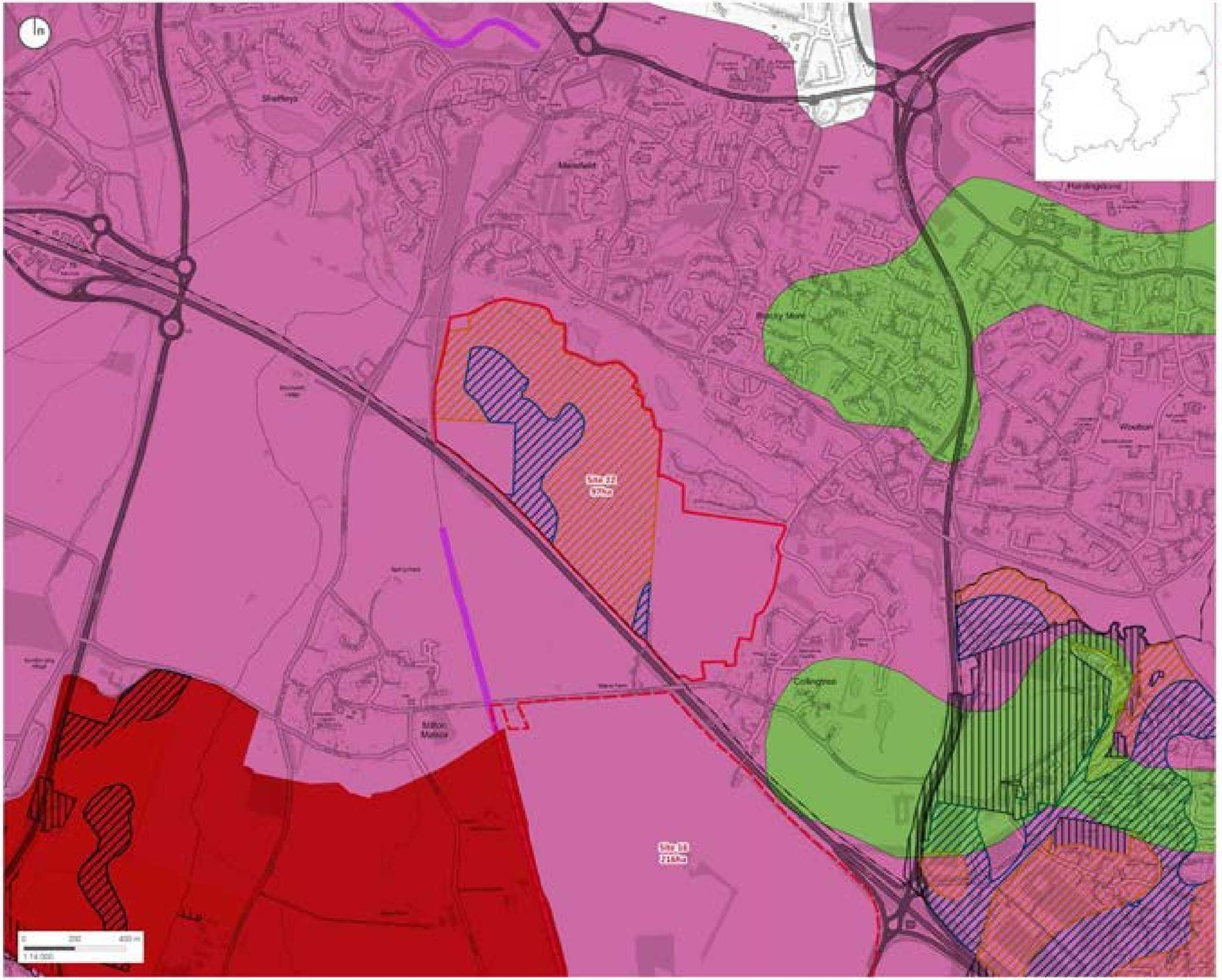
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 23
Eurohub, Corby
Site Area - 106ha

Figure No:
3002_106_(ALC) Plan 7-23

Revision	Author
1.2	**MS**
Date:	Scale:
March 2018	**As shown (A3)**



Client reference:
Ashfield Land Management Limited and Gazeley GLP Northampton s.a.r.l.

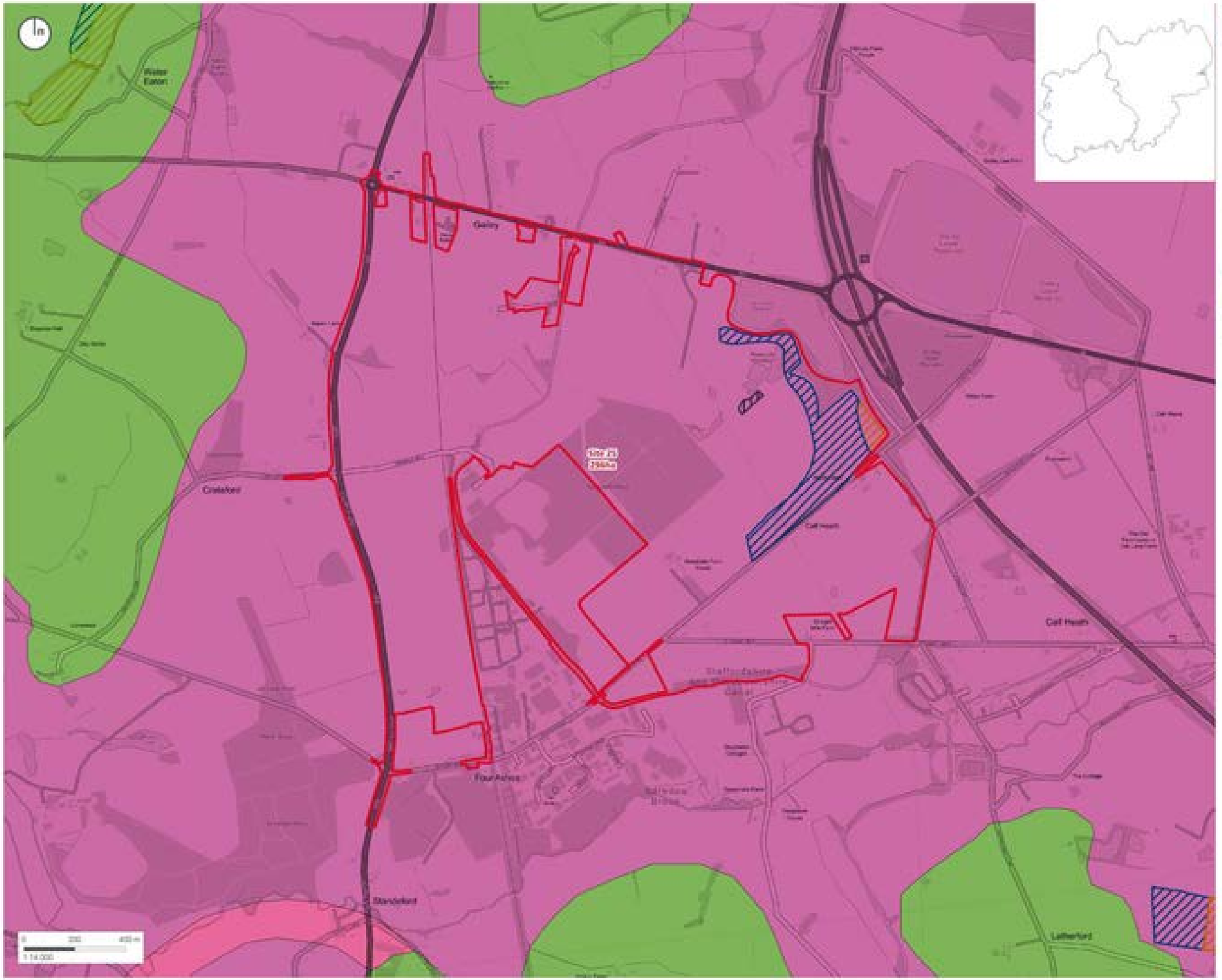
Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 22
Land to the East of Northampton Loop, North of M1 (Northampton South SUE)
Site Area - 97ha

Figure No:
9002_100_(ALC) Plan 7-22

Revision	Author
1.3	MS
Date:	Scale:
March 2018	As shown (A3)



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

Project:
Rail Central, Northamptonshire

Document:
Environmental Statement

Title:
Alternative Sites Red Line (ALC) - Site 28
West Midlands Interchange
Site Area - 296ha

Figure No:
3002_100_(ALC) Plan 7-28

Revision	Author
1.3	**MS**
Date: **March 2018**	Scale: **As shown (A3)**

Appendix 10: Labour Market Availability Data

ID	Site Name	Local authority area	Contiguous local authorities	Total JSA claimants	Economically inactive people wanting a job
Site 1	Wadborough	Wychavon	Bromsgrove, Malvern Hills, Redditch, Worcester, Stratford-on-Avon, Wyre Forest, Cotswold, Tewkesbury	3,485	22,900
Site 2	Atherstone	North Warwickshire	Nuneaton and Bedworth, Lichfield, Tamworth, Birmingham, Coventry, Solihull, Hinckley and Bosworth, North West Leicestershire	29,900	61,900
Site 3	Freasley	North Warwickshire	Nuneaton and Bedworth, Lichfield, Tamworth, Birmingham, Coventry, Solihull, Hinckley and Bosworth, North West Leicestershire	29,900	61,900
Site 4	Nuneaton	Rugby	Nuneaton and Bedworth, Stratford-on-Avon, Warwick, Coventry, Blaby, Harborough, Hinckley and Bosworth, Daventry	5,645	35,200
Site 5	Hinckley	Blaby	Leicester, Rugby, Harborough, Charnwood, Oadby and Wigston, Hinckley and Bosworth	4,220	38,100
Site 6	Stoney Stanton	Blaby	Leicester, Rugby, Harborough, Charnwood, Oadby and Wigston, Hinckley and Bosworth	4,220	38,100
Site 7	Bishops Itchington	Stratford-on-Avon	West Oxfordshire, Bromsgrove, Redditch, Rugby, Warwick, Wychavon, Solihull, Cotswold, South Northamptonshire, Cherwell, Daventry	4,170	22,400
Site 8	Knightcote	Stratford-on-Avon	West Oxfordshire, Bromsgrove, Redditch, Rugby, Warwick, Wychavon, Solihull, Cotswold, South Northamptonshire, Cherwell, Daventry	4,170	22,400
Site 9	Kilsby	Daventry	Rugby, Stratford-on-Avon, Harborough, Northampton, South Northamptonshire, Wellingborough, Kettering	3,995	22,800
Site 9a	DIRFT 4 (Shed Only)	Rugby	Nuneaton and Bedworth, Stratford-on-Avon, Warwick, Coventry, Blaby, Harborough, Hinckley and Bosworth, Daventry	5,645	35,200

Site 10	Ashby St Ledgers	Daventry	Rugby, Stratford-on-Avon, Harborough, Northampton, South Northamptonshire, Wellingborough, Kettering	3,995	22,800
Site 11	Kilsby (East)	Daventry	Rugby, Stratford-on-Avon, Harborough, Northampton, South Northamptonshire, Wellingborough, Kettering	3,995	22,800
Site 12	Long Buckby Wharf	Daventry	Rugby, Stratford-on-Avon, Harborough, Northampton, South Northamptonshire, Wellingborough, Kettering	3,995	22,800
Site 13	Long Buckby	Daventry	Rugby, Stratford-on-Avon, Harborough, Northampton, South Northamptonshire, Wellingborough, Kettering	3,995	22,800
Site 14	South West of Long Buckby	Daventry	Rugby, Stratford-on-Avon, Harborough, Northampton, South Northamptonshire, Wellingborough, Kettering	3,995	22,800
Site 15	South of Nether Heyford	South Northamptonshire	Milton Keynes, Aylesbury Vale, Stratford-on-Avon, Northampton, Wellingborough, Cherwell, Daventry	6,070	33,400
Site 16	South of Bugbrooke	South Northamptonshire	Milton Keynes, Aylesbury Vale, Stratford-on-Avon, Northampton, Wellingborough, Cherwell, Daventry	6,070	33,400
Site 17	Roxhill	South Northamptonshire	Milton Keynes, Aylesbury Vale, Stratford-on-Avon, Northampton, Wellingborough, Cherwell, Daventry	6,070	33,400
Site 18	Penkridge	South Staffordshire	Telford and Wrekin, Shropshire, Bromsgrove, Wyre Forest, Cannock Chase, Stafford, Dudley, Walsall, Wolverhampton	16,660	59,500
Site 19	Coppenhall	South Staffordshire	Telford and Wrekin, Shropshire, Bromsgrove, Wyre Forest, Cannock Chase, Stafford, Dudley, Walsall, Wolverhampton	16,660	59,500

Site 20	Great Bridgeford	Stafford	Stoke-on-Trent, Telford and Wrekin, Shropshire, Cannock Chase, East Staffordshire, Lichfield, Newcastle-under-Lyme, South Staffordshire, Staffordshire Moorlands	8,040	50,700
Site 21	Baldwins Gate	Newcastle-under-Lyme	Stoke-on-Trent, Shropshire, Stafford, Staffordshire Moorlands, Cheshire East	6,595	38,400
Site 22	Staveley	Chesterfield	Bolsover, North East Derbyshire	1,830	8,700
Site 23	Land to the East of Northampton Loop, North of M1 (Northampton South SUE)	Northampton	Daventry, South Northamptonshire, Wellingborough	2,945	14,400
Site 24	Eurohub, Corby	Corby	Harborough, Kettering, East Northamptonshire, Rutland	1,440	11,000
Site 25	Etwall Common (East Midlands Intermodal Park)	South Derbyshire	North West Leicestershire, East Staffordshire, Lichfield, Amber Valley, Derbyshire Dales, Erewash, Derby	4,285	26,700
Site 26	East Midlands Distribution Centre, Castle Donnington	North West Leicestershire	North Warwickshire, Charnwood, Hinckley and Bosworth, Lichfield, Erewash, South Derbyshire, Rushcliffe	2,920	19,100
Site 27	East Midlands Gateway	North West Leicestershire	North Warwickshire, Charnwood, Hinckley and Bosworth, Lichfield, Erewash, South Derbyshire, Rushcliffe	2,920	19,100
	Rail Central	South Northamptonshire	Milton Keynes, Aylesbury Vale, Stratford-on-Avon, Northampton, Wellingborough, Cherwell, Daventry	6,070	33,400

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