

**Rail Central:**

Phase 2a:

Localised Consultation –  
plans pack for consultation





# Introduction

**Rail Central is a proposed new strategic rail freight interchange (SRFI) in Northamptonshire. It is located where the West Coast Main Line meets the Northampton Loop Line to the south west of Northampton. In addition to the SRFI, the proposals include highway improvements to several junctions, with a major upgrade to J15A of the M1.**

**Between 15 March and 23 April 2018, the developers bringing forward Rail Central – Ashfield Land and Gazeley GLP – carried out statutory consultation with a wide range of statutory organisations, local communities and those with an interest in the land.** Feedback is being considered through Summer 2018, ahead of the submission of the development consent order (DCO) application.

Following the Phase Two Consultation, further assessment and design refinement was undertaken, which have resulted in minor changes to the project. Ashfield Land and Gazeley GLP have decided it is appropriate to carry out further localised consultation to ensure that those potentially affected have an opportunity to review the updated plans and provide their feedback.

**This phase of consultation will commence on 25 June 2018 and will close at 11.59pm on 23 July 2018.** We are inviting local residents, statutory bodies, landowners and other interested parties to provide feedback in writing before the end of consultation.

Please note that the consultation is focused solely on the latest amendments. Feedback on any other aspects of the proposals may not be considered as part of this consultation.

## What is being consulted on?

The development proposals have been amended or refined in response to engagement with the local community and other consultees and the findings of the technical work undertaken over this same period. A number of these changes respond to opportunities to minimise adverse impacts as a result of the proposed development.

Consultation is taking place on the aspects of the proposals that have changed since the Phase 2 Consultation. The changes are:

- A minor amendment to the development zones as shown in the parameters plan, which now enable the zones to directly abut the proposed internal estate roads, providing flexibility for access to the individual units;
- A minor realignment of the main access from the A43 into the site;
- Zone 3 as previously shown on the Parameters Plan has now been split in to Zones 3a and 3b. We have reduced the maximum building heights within Zone 3a (to the north) from 18.5m to 15m. This is a direct response to concerns raised at Stage Two Consultation regarding visual impact;

- An amendment to the landscape bunds in a direct response to concerns raised at Stage Two Consultation regarding visual impact. The proposals are to:
  - Raise the bund to the north of Zone 1 by 2m and extending it to the north;
  - Raise the bund to the north of Zone 3a by 2m, excluding at the northern tip where it remains as before;
  - Reduce the ground levels in Zone 3a and 3b by 0.5m, and in Zone 4 by 0.35m;
- The relocation of the “building limit” line within Zone 3a. This has been moved slightly, 48m to the west, to allow additional flexibility as to the future detailed design of the proposed warehousing;
- Introducing a zone of flexibility on sections of the main site spine road, both to the east and west of Northampton Road. This zone extends to 20m either side of the current central alignment of the spine road within the site and will provide the necessary flexibility for delivering an alternative alignment at detailed design stage;
- Introduction of on-site occupational health provision within the planned lorry park amenity facilities. This is a direct response to the comments of the Northamptonshire County Council Public Health Team;
- Introduction of woodland blocks to the east of the Northampton Loop in keeping with wider landscape character. This is a direct response to concerns raised by South Northamptonshire Council;
- Minor extensions to the ‘red line’ main site boundary (known as the Order Limits) for the A43 access in both a northerly and southerly direction prompted as a result of detailed technical design work;
- Minor alterations to the red line boundary (known as the Order Limits) highway junctions:
  - A43 / Northampton Rd (Safety Scheme): this change is simply the introduction of additional safety signage to the south of the junction. It was prompted by Highways England, which requested that proposed signage should be replicated on both directions;
  - A5076 / Upton Way: this extension will allow for the approach road and left turn slip lane to be realigned, avoiding any impact on the bridge. The extension will be entirely within existing highway land, owned by Highways England.

## Reasons for the changes

The changes have been introduced to improve flexibility in the development, support the overall deliverability of the project and reduce certain impacts in response to consultation.

## What is contained within this pack?

**This pack contains all the materials related to these scheme amendments and refinements that are being published for consultation.** It comprises the latest versions of the:

- **Updated draft parameters plan** – this explains what we are currently seeking consent for. The final layout of the warehouses will be determined by market demand but will remain within the limits of this parameters plan;
- **Updated draft green infrastructure plan** – this sets out the mitigation, which is considered to be embedded within the Development Proposals. These include the landscaping strategy and minimum bund heights and maximum plateau heights;
- **Updated draft illustrative masterplan** – this demonstrates one possible way of bringing forward the Development Proposals in accordance with the proposed parameters;
- **Updated draft illustrative landscape masterplan** – this demonstrates one way in which required mitigation for the main site could be developed to include more than 100 ha of landscaped areas and pocket parks, including green corridors;
- **Updated draft highways ‘red line’ plans** (known as the ‘Order Limits’) – these plans show the entire proposed land required including for development, works and mitigation at the three amended highways mitigation junctions.

## Providing feedback

**Please see the final page of this document for details on how to provide feedback. Please note the deadline for feedback is 11.59pm on 23 July 2018.**



# Updated draft parameters plan

This explains what we are currently seeking consent for. The final layout of the warehouses will be determined by market demand but will remain within the limits of this parameters plan.

KEY

ORDER LIMITS

ILLUSTRATIVE PROPOSED PUBLIC RIGHT OF WAY

PROPOSED LANDSCAPED OPEN SPACE (INCLUDING SCREENING AND BUNDING)

FARMLAND TO BE RETAINED

ILLUSTRATIVE FLOOD ATTENUATION

DEVELOPMENT PLATEAU

INTERMODAL AREA

ESTATE ROAD ZONE

MILTON MALSOR BROOK

ILLUSTRATIVE MILTON MALSOR BROOK DIVERTED

ILLUSTRATIVE NEW ROAD INFRASTRUCTURE

NEW ROAD INFRASTRUCTURE AND IMPROVEMENTS TO EXISTING INFRASTRUCTURE INCLUDING LANDSCAPING

AREA FOR BUS INTERCHANGE

BUILDINGS TO BE DEMOLISHED

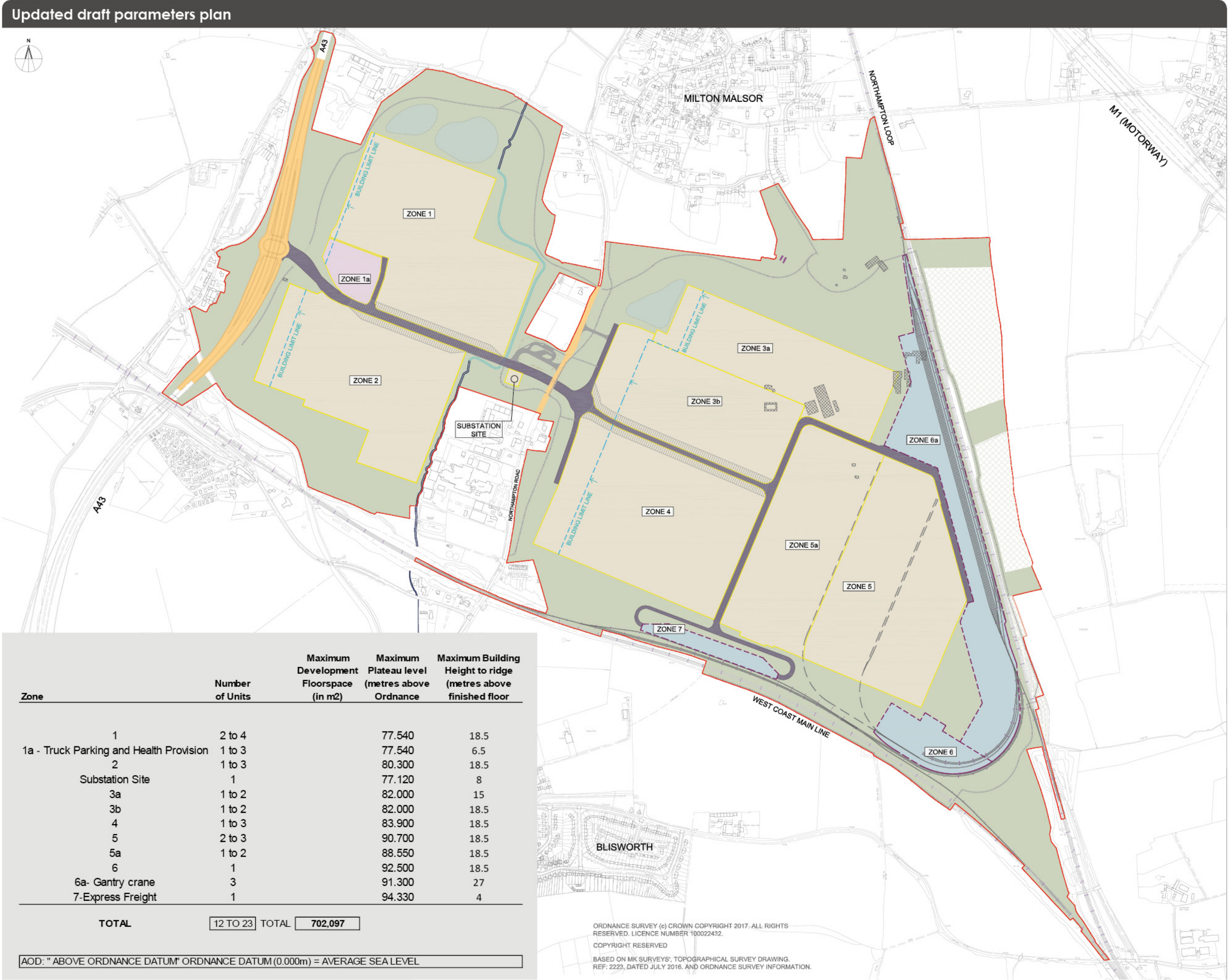
BARN TO BE RETAINED/RESTORED FOR BATS/BARN OWLS

EXISTING CATENARY STRUCTURES

ILLUSTRATIVE PROPOSED CATENARY STRUCTURES

RAIL TRACKS

POTENTIAL RAIL TRACKS





# Updated draft green infrastructure plan

This sets out the mitigation, which is considered to be embedded within the Development Proposals. These include the landscaping strategy and minimum bund heights and maximum plateau heights.

KEY

- Existing Retained Vegetation
- Primary Green Infrastructure (Including woodland and hedgerow planting)
- Retained Farmland (within red line)
- Proposed Screening Mound (Including woodland and hedgerow planting)
- Proposed Attenuation Feature (Capacity and design as required by the Environmental Statement)
- Proposed Milton Brook Diversion
- Existing Milton Brook Profile Retained
- Proposed Combined Cycleway / Public Footpath
- Proposed Public Footpath
- Building Line Limit
- Development Plateau
- Intermodal Area
- Approximate area to be Developed as Linear Country Park and Pocket Park
- Improvements to Existing Road Infrastructure
- New Road Infrastructure
- Estate Road Zone
- Line of Underground Oil Pipeline and 10m Easement Zone
- Minimum Bund Height (AOD)
- Site Boundary





# Updated draft illustrative masterplan

This demonstrates one possible way of bringing forward the Development Proposals in accordance with the proposed parameters.

KEY

ORDER LIMITS

ILLUSTRATIVE PROPOSED BUILDINGS

PROPOSED PUBLIC RIGHT OF WAY

EXISTING LANDSCAPING RETAINED

PROPOSED LANDSCAPED OPEN SPACE (INCLUDING SCREENING AND BUNDING)

FLOOD ATTENUATION

INTERMODAL AREA

AREA FOR POTENTIAL P.V. PANELS ON ROOFS

INDICATIVE EXISTING CATENARY POSITIONS

INDICATIVE PROPOSED CATENARY POSITIONS

AREAS OF ADDITIONAL BUNDING (INDICATIVE)

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COPYRIGHT RESERVED  
BASED ON MK SURVEYS', TOPOGRAPHICAL SURVEY DRAWING. REF: 2223. DATED JULY 2016. AND ORDNANCE SURVEY INFORMATION.



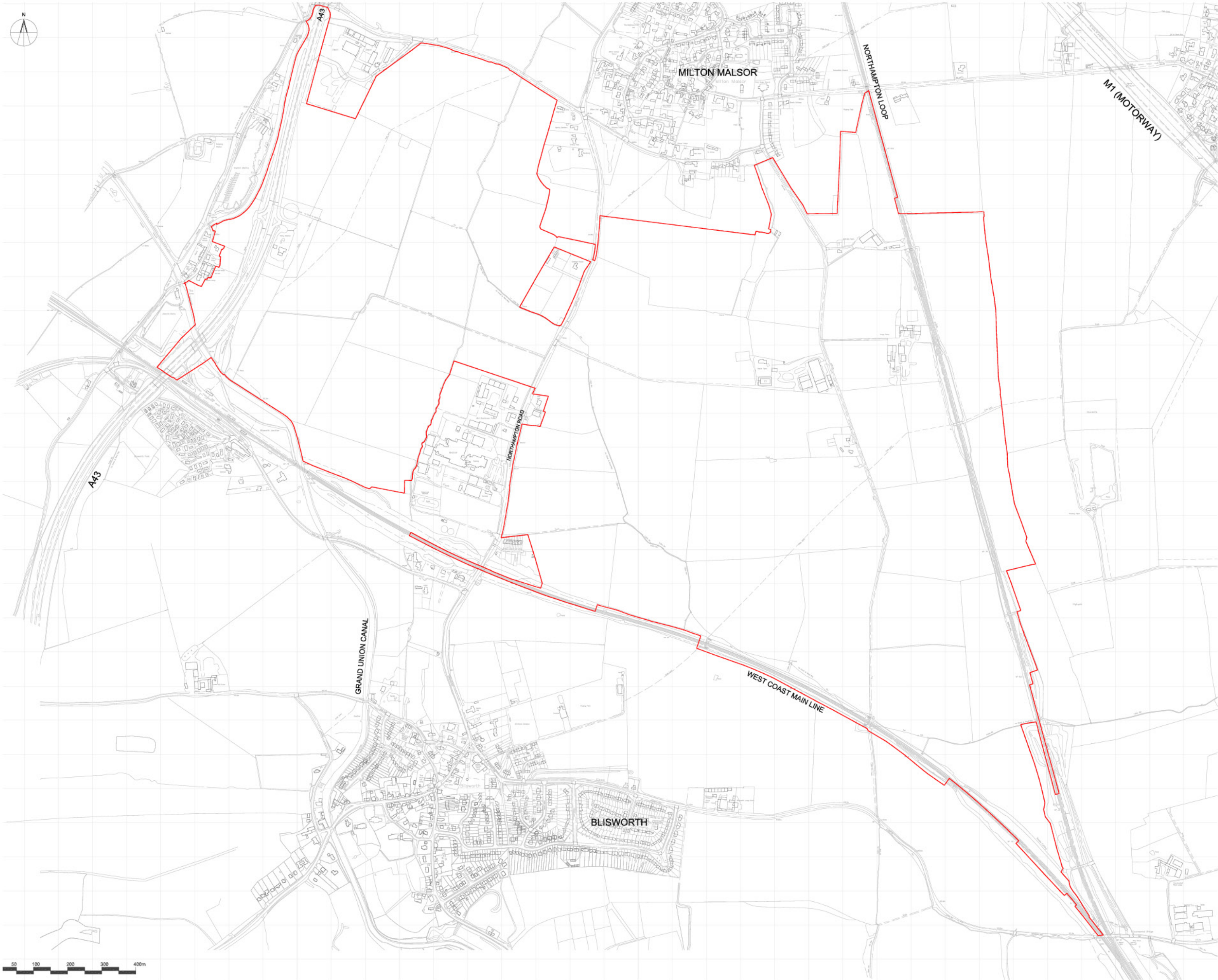


# Main SRFI site 'red line' plan: the order limits

This plan shows the entire  
proposed land required for  
the main SRFI site.

KEY

ORDER LIMITS



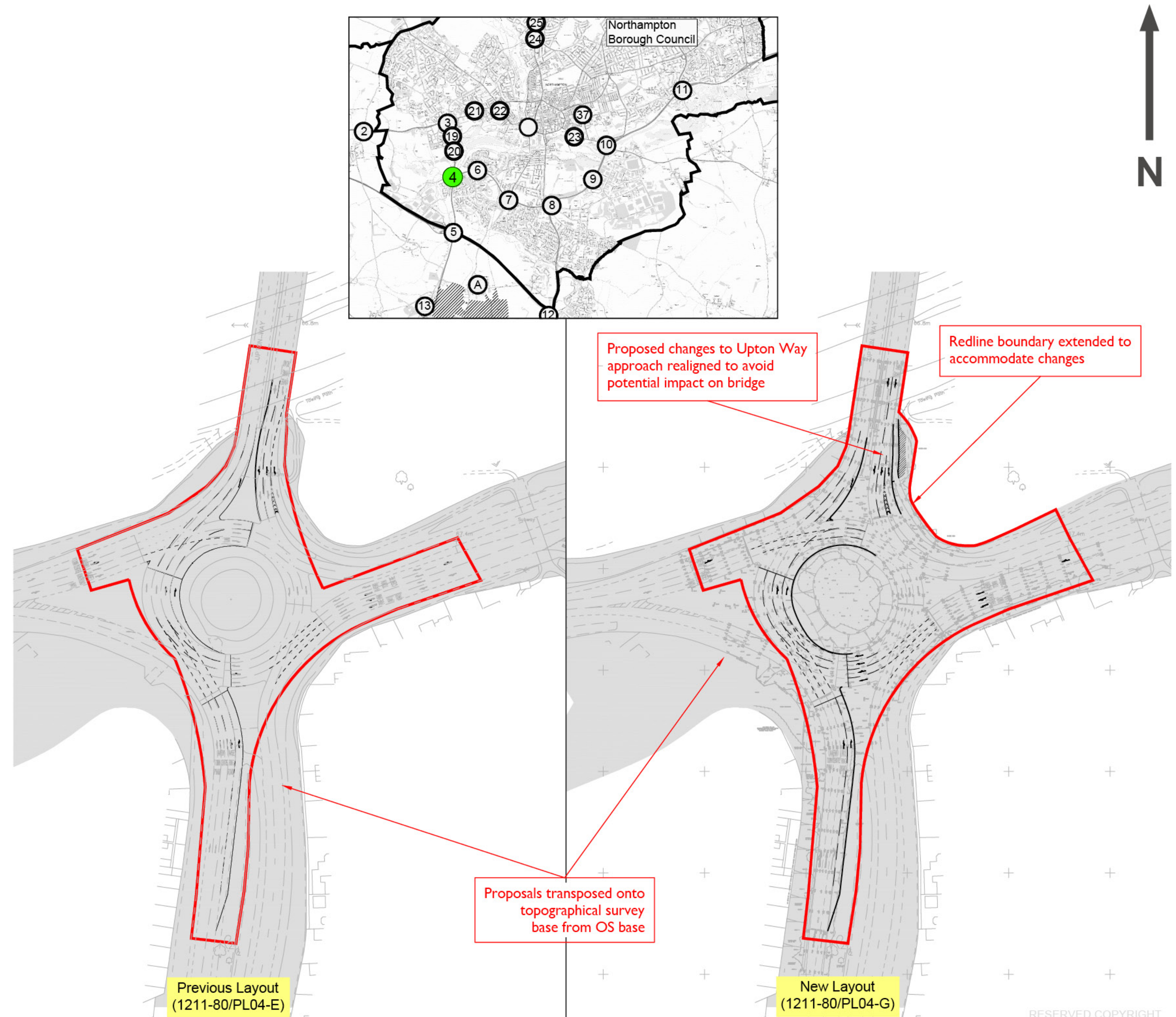


# Updated draft highways 'red line' plans: the Order Limits A5076 / A5123 / Upton Way roundabout – potential improvements

This plan shows the entire proposed land required including for development, works and mitigation at this junction.

## KEY

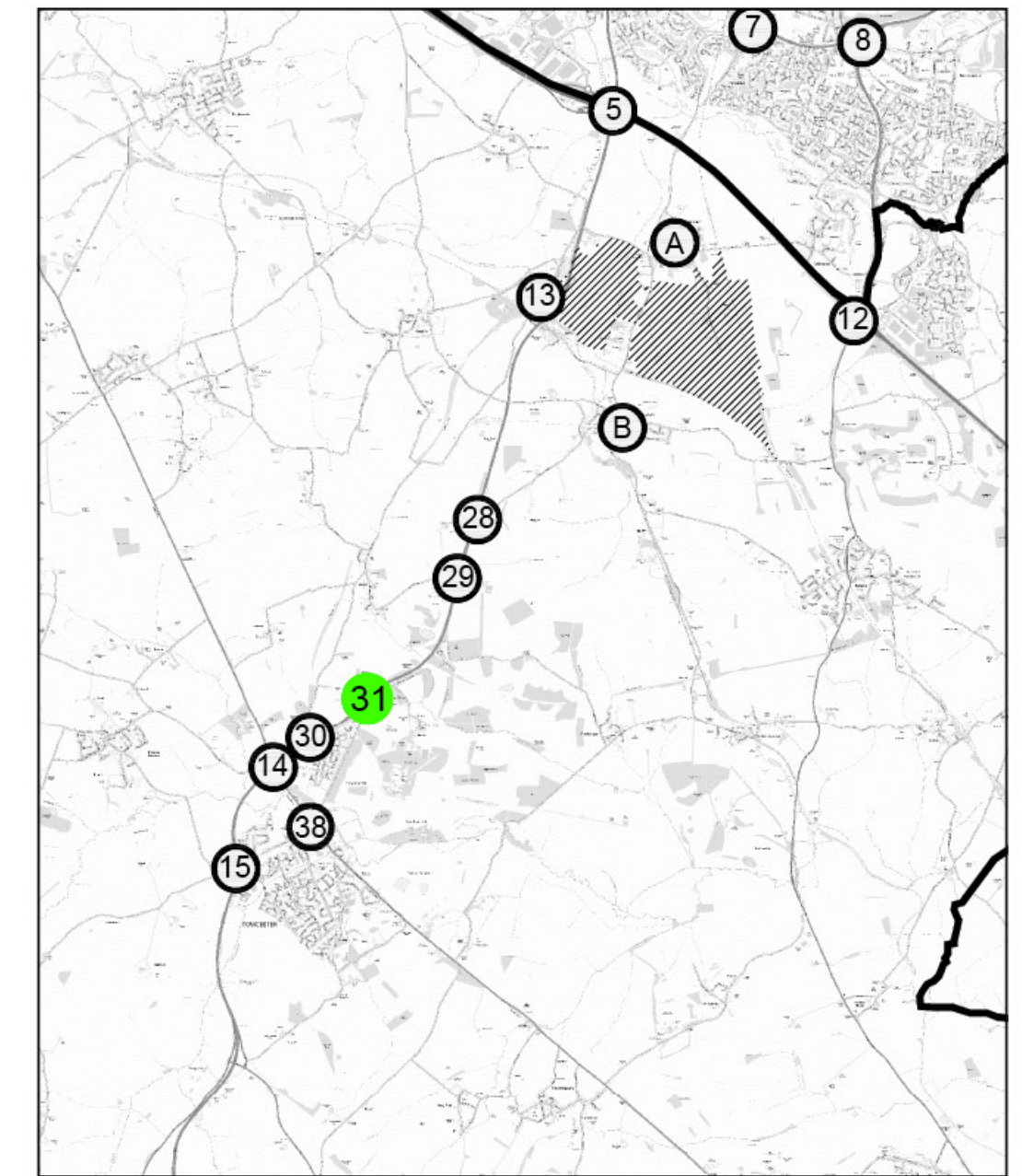
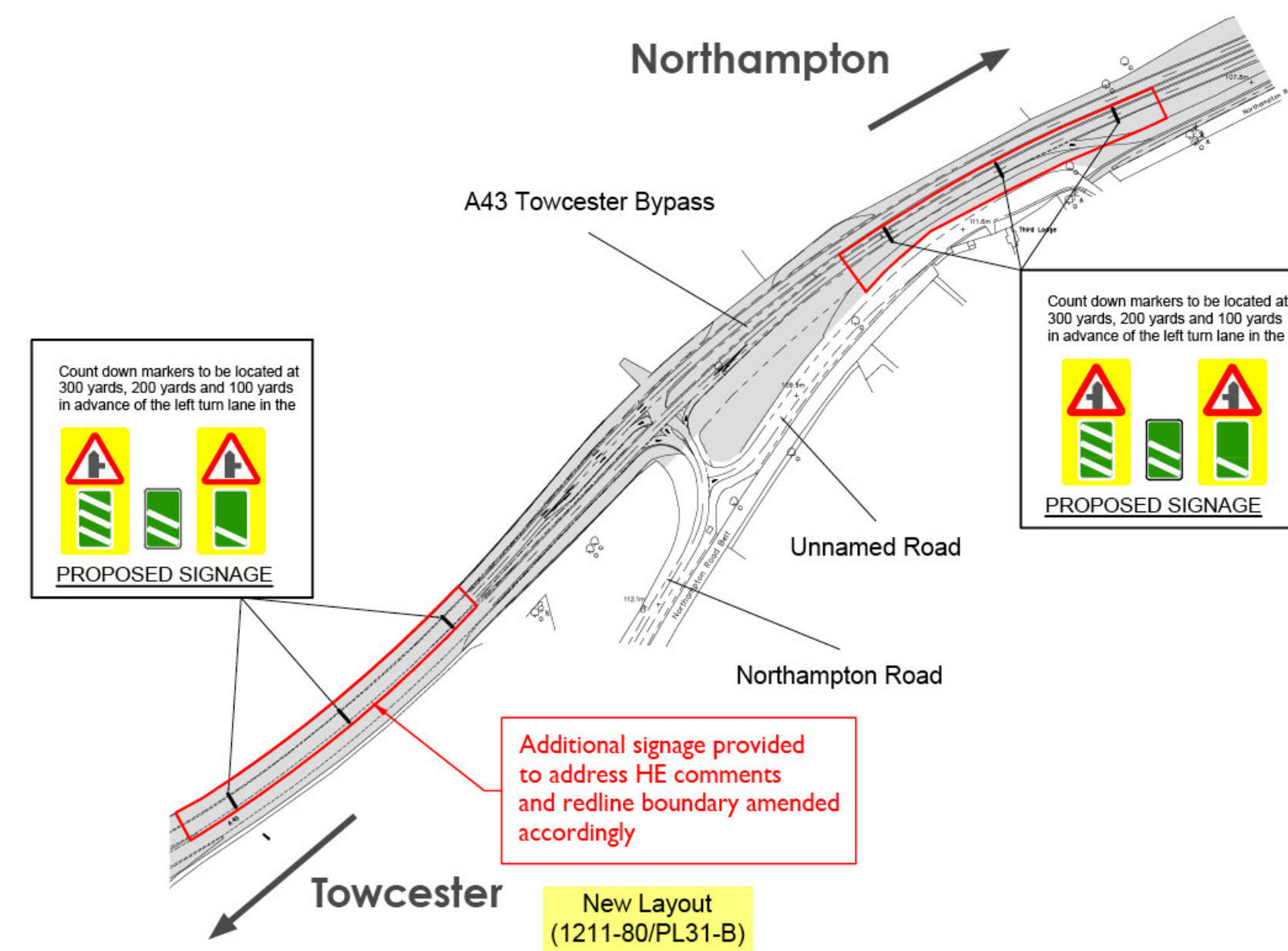
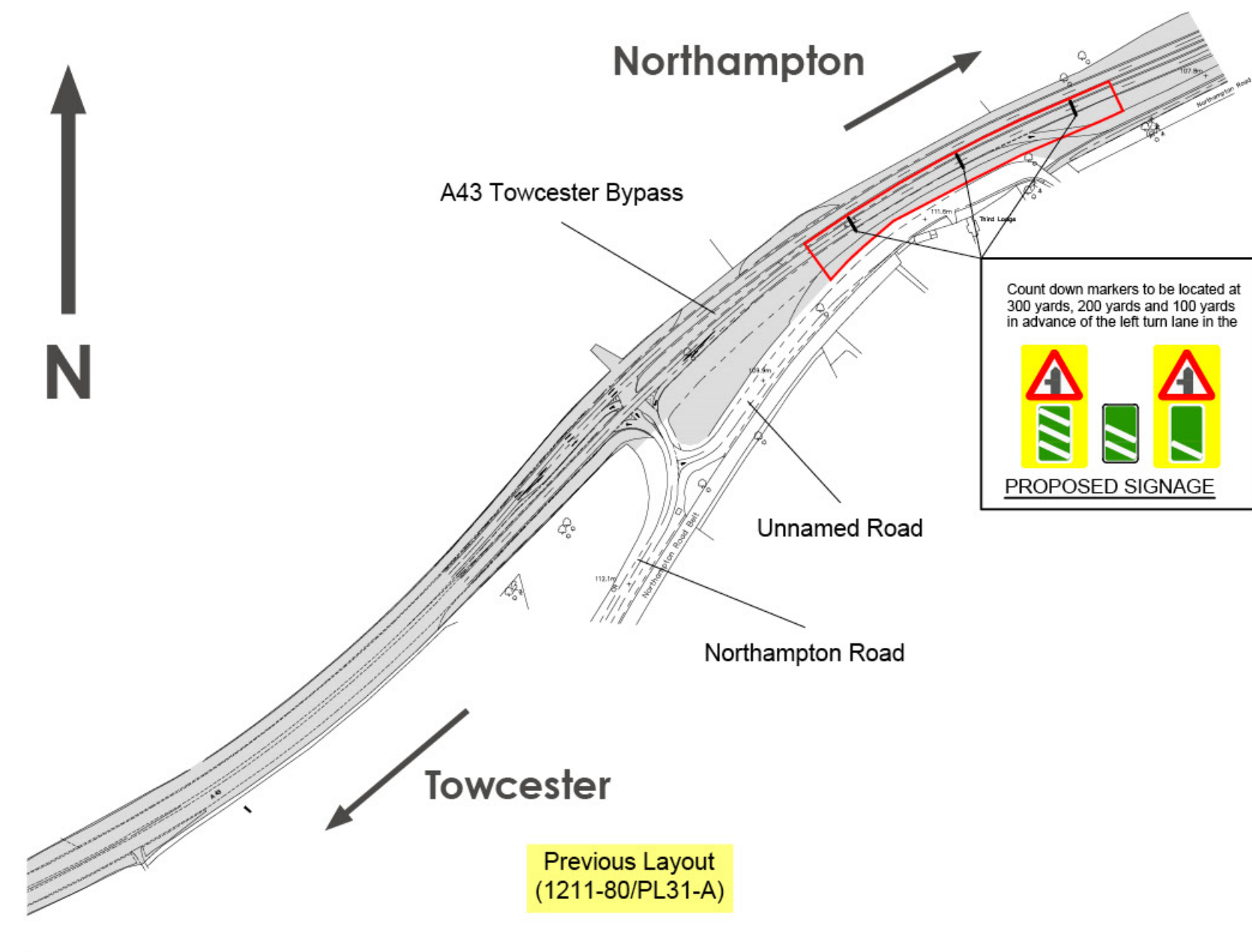
- Approximate extent of adopted highway - Northamptonshire
- Red Line Boundary
- Potential earthworks and/or retaining wall, details to be confirmed





# Updated draft highways 'red line' plans: the Order Limits A43 / Northampton Road

This plan shows the entire proposed land required including for development, works and mitigation at this junction.





# Providing feedback

**We are inviting written feedback before the deadline of 11.59pm on 23 July 2018.**

Please note that the consultation is focused solely on the latest amendments. Feedback on any other aspects of the proposals may not be considered as part of this consultation.

You can respond to the consultation in the following ways:

- **Project website:** [www.railcentral.com](http://www.railcentral.com) includes the latest project information, updates and core documents as detailed above. An online feedback form is available on the website;
- **Project email address:** [railcentral@camargue.uk](mailto:railcentral@camargue.uk) can be used to submit feedback;
- **Freepost:** the dedicated project freepost address (**FREEPOST Rail Central**) can be used to request further information, ask questions or submit feedback

Any response or representation in respect of the Localised Consultation must be received by no later than **11.59pm on 23 July 2018**.

All responses or representations must:

- Be made in writing
- State the grounds of the response or representation
- Indicate who is making the response or representation
- Provide an address for the respondent

Responses and other representations will be made public; however, comments will not be attributed to individuals.







## More information

Please note these plans are draft for consultation and indicative. They are subject to change.

For further information please visit: [www.railcentral.com](http://www.railcentral.com)

You can also e-mail us via [railcentral@camargue.uk](mailto:railcentral@camargue.uk) or telephone our information line (Monday to Friday, 9am to 5.30pm) on 0845 543 8967 (please note calls are charged at local rates).

There is further information on the planning process on the National Infrastructure Planning website at: [www.infrastructure.planninginspectorate.gov.uk](http://www.infrastructure.planninginspectorate.gov.uk)

June 2018