



Rail Central

Northamptonshire

LLG meeting No 7 – Tuesday 17 July 2018

Introduction & Overview

- We'd like to update you on our work and overall design development
- We'll summarise the Phase Two consultation
- We'll look at the latest technical work
- We'll share what this means for development of the DCO
- We'll talk about what happens next and when
- We have a good amount of time for Q&A at the end

Programme headlines

- Phase Two consultation – held 15 March to 23 April 2018
 - Six public exhibitions, more than 600 people
 - Phase Two feedback – nearly 100 feedback responses
- Focused work happening with technical stakeholders
- Phase 2a Localised Consultation – happening now
- Target to submit the DCO by the end of the summer

Scheme update



Iterative design process

- Further technical work and consultation has fed into further refinement of the proposals
- Direct engagement with statutory organisations
- Analysis of all issues and themes raised via feedback
- Design workshops
- Assessment and evaluation of potential design changes
- Strengthening of the proposals in line with Gazeley's design and operational experience, alongside market requirements

Issues and themes raised

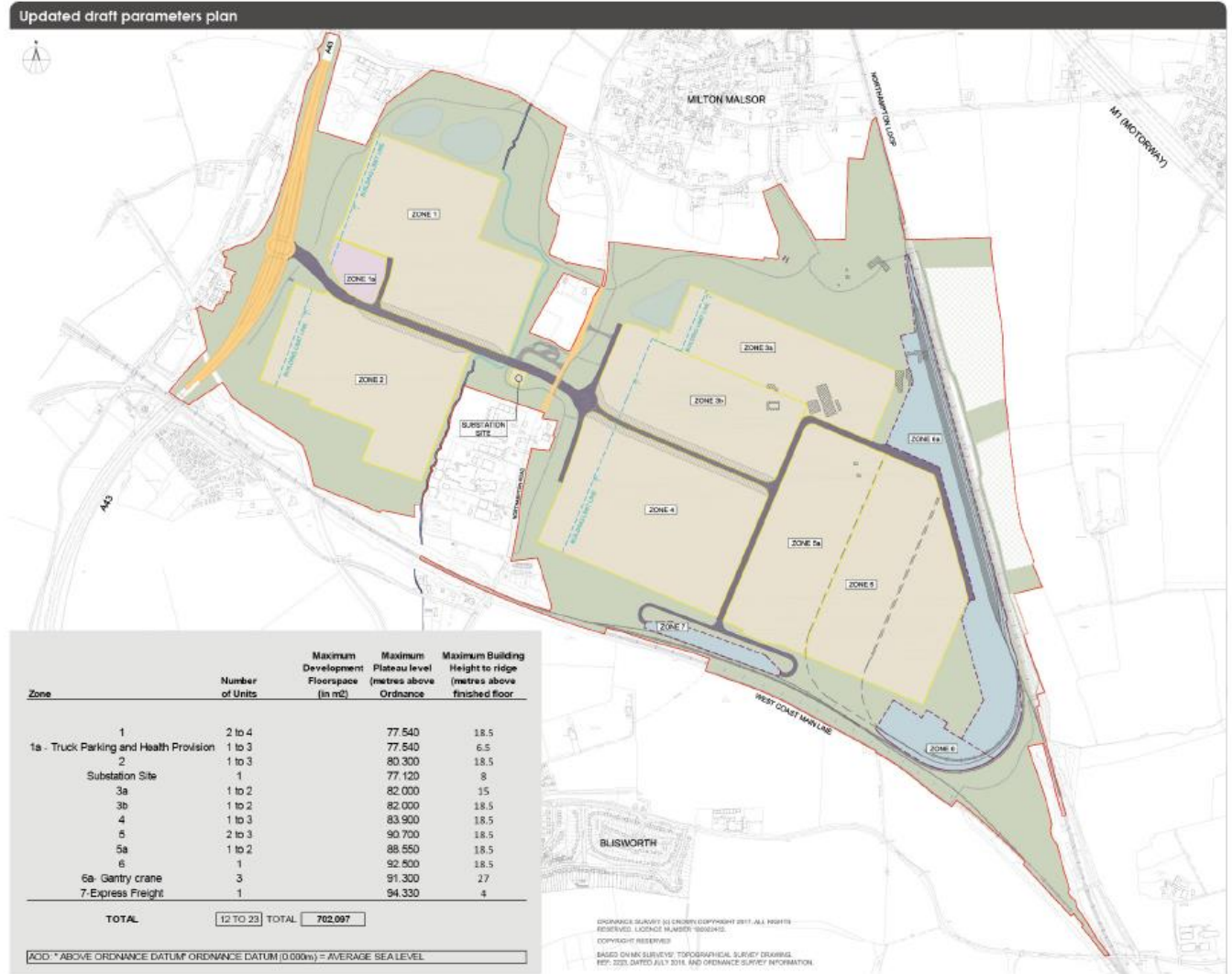
1. Principle of the site and proposed use
2. Need for SRFI in this location
3. Landscape and visual impacts
4. Rail connectivity and capacity
5. Traffic and the road network
6. Potential change to the character of the villages
7. Environmental – air, noise, light etc

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



Zone	Number of Units	Maximum Development Floorspace (in m ²)	Maximum Plateau level (metres above Ordnance)	Maximum Building Height to ridge (metres above finished floor)
1	2 to 4	77,540	77,540	18.5
1a - Truck Parking and Health Provision	1 to 3	77,540	80,300	6.5
2	1 to 3	80,300	80,300	18.5
Substation Site	1	77,120	8	8
3a	1 to 2	82,000	82,000	15
3b	1 to 2	82,000	82,000	18.5
4	1 to 3	83,900	83,900	18.5
5	2 to 3	90,700	90,700	18.5
5a	1 to 2	88,550	88,550	18.5
6	1	92,900	92,900	18.5
6a - Gantry crane	3	91,300	91,300	27
7 - Express Freight	1	94,330	94,330	4
TOTAL	12 TO 23	TOTAL 702,097		

ACD: * ABOVE ORDNANCE DATUM ORDNANCE DATUM (0.000m) = AVERAGE SEA LEVEL

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Green Infrastructure 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.

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 Adaption 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
- Appropriate 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 TGV Business Zone
- Minimum Bund Height (AOD)
- Site Boundary



Illustrative Masterplan

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 BRANDING)
 -  FLOOD ATTENUATION
 -  INTERMODAL AREA
 -  AREA FOR POTENTIAL P.V. PANELS ON ROOFS
 -  INDICATIVE EXISTING CATENARY POSITIONS
 -  INDICATIVE PROPOSED CATENARY POSITIONS
 -  AREAS OF ADDITIONAL BUILDING (INDICATIVE)



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Rail connectivity



- Development of proposals to ensure compliance with NPS:
 - At least 4 trains per day, 775m capability, direct main line access
- Further work undertaken with NR on the “GRIP” process
 - Technical work now complete to stage 2 (feasibility), confirming the ability of the proposals to operate as a SRFI
 - Statement of Common Ground being drafted to accompany the DCO application, along with a report on the technical work
 - Proposal received from NR to continue work beyond GRIP2:
 - Develop the preferred option for the first phase of rail works
 - Identify the earliest window to carry out works on the main line alongside other pre-programmed maintenance work

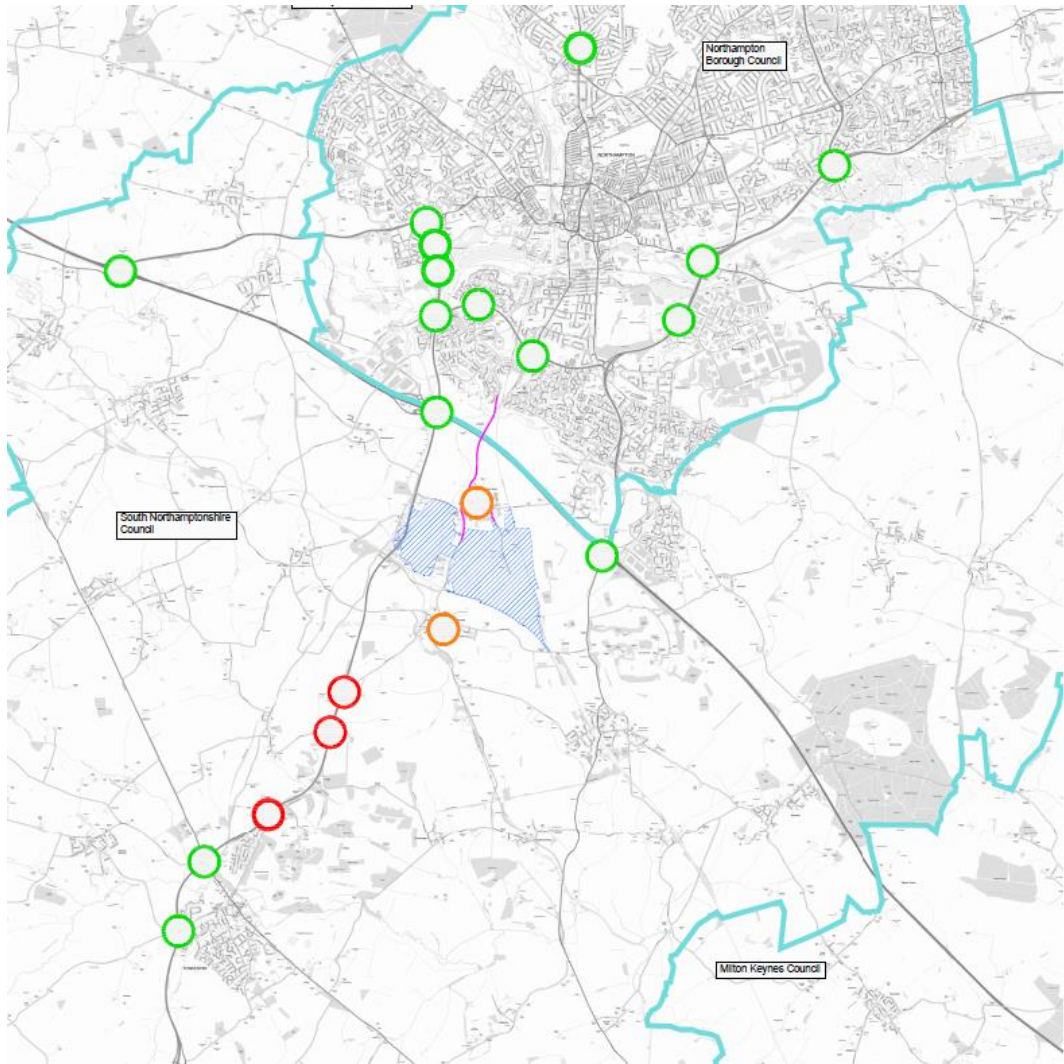
Highways update



Access & Highways

- Refinement of highways designs
- These design changes informed by additional use of new Northamptonshire County highways model
- This further highway modelling and assessment has resulted in a reduction in the overall scope and extent of highway mitigation
- Detailed design work for highway mitigation ongoing (topo surveys completed, etc)
- Detailed design for A43 resulting in minor amendments and improvements
- Some minor changes to red-edge extents for some junctions (as per 2a Localised Consultation document)
- Ongoing dialogue with Highways England and NCC

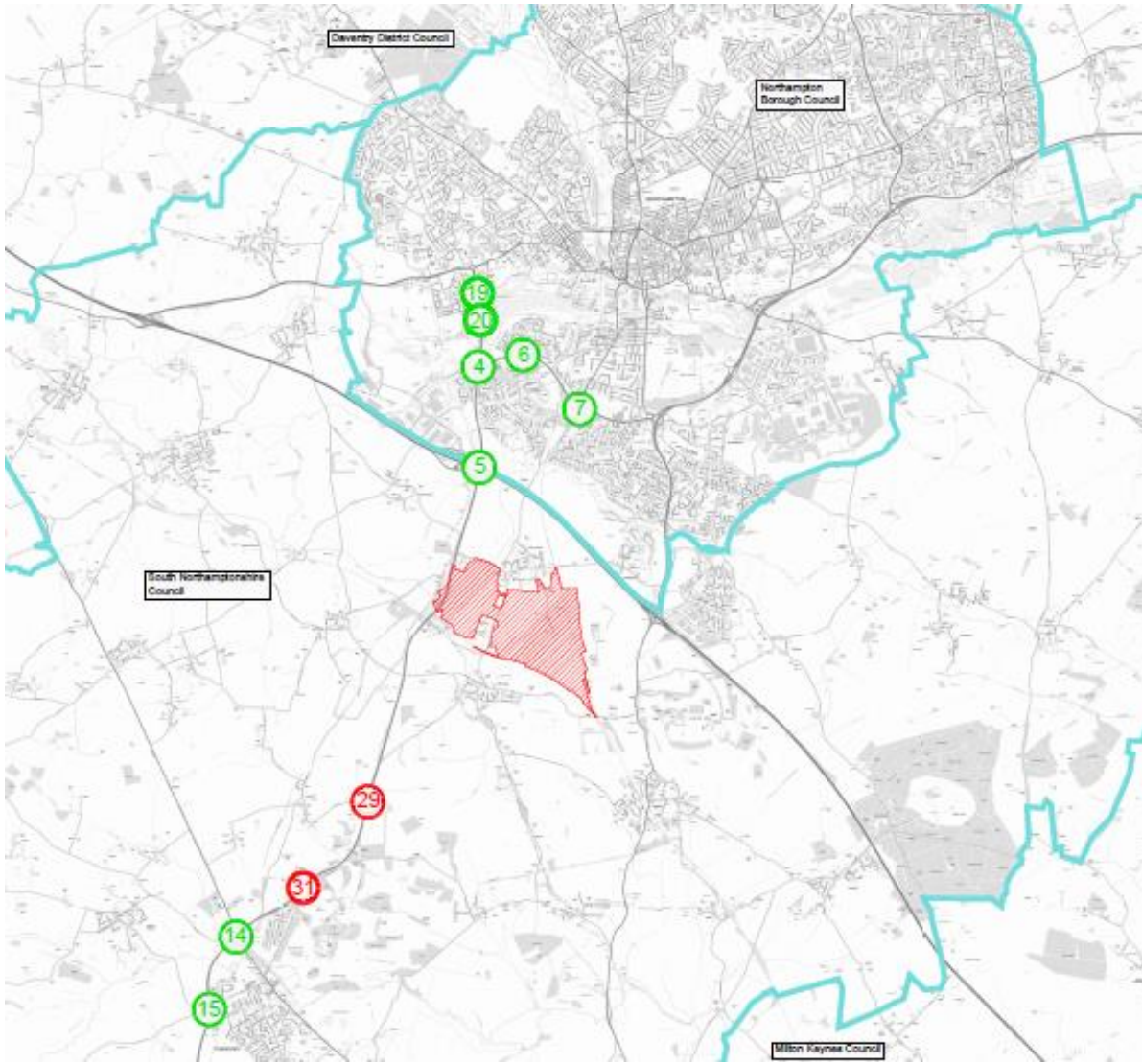
Junction Mitigation at Phase 2



KEY

- Approximate Site Boundary
- Mitigated Junction - Capacity Schemes
- Mitigated Junction - Safety Schemes
- Approximate District Boundaries
- Potential Environmental Enhancement Scheme
- Proposed Pedestrian/Cycle Improvements

Refined Junction Mitigation



What happens next?



Path to submission

- Complete Phase 2a Localised Consultation and consider feedback
- Finalise design review and refinement work
- Issue newsletter – update the community and connect back following the Phase 2 Consultation
- Develop the suite of DCO application documents
- Submit the application to PINS
- Continue to keep the LLG informed



Thank you
Q&A

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