

Snapshot of main scheme changes and evolution



This annotated Illustrative Masterplan provides a snapshot of the main changes made as a result of consultation and through the design review and evolution process.

It is intended to complement the detailed listing of changes made to the proposals following consultation (as set out in the Consultation Report).

This snapshot is not exhaustive and does not detail all scheme changes – it aims to show the principal changes from the early 2016 draft Illustrative Masterplan to the summer 2018 draft Illustrative Masterplan, as submitted with the DCO application.

Overall, we have reduced the total commercial floorspace proposed from an initial approx. 8 million sq ft to approx. 7.4 million sq ft in response to feedback and to reduce visual impact.

Planting and screening has also been substantially reinforced to create stronger and more substantial landscaping buffers between the development and its setting.

Please refer to the key which highlights changes in relation to specific locations and areas of the illustrative masterplan:

A Building heights on northern area nearer to Milton Malsor: we have lowered and capped proposed building heights in Zone 3a (as per the Parameters Plan) from 18.5m to 15m. This is in direct response to concerns raised at Stage Two Consultation regarding visual impact.

B No proposed development on land to the west of the A43: this area to become a 'Pocket Park' (not a hotel/commercial development).

C Underpass beneath Northampton Road: not a roundabout, therefore eliminating any impact on Northampton Road and enabling site vehicles to move freely between the eastern and western parts of the site.

D Emergency only vehicle access off Northampton Road: staff/visitors and HGVs will not be able to access the site from Northampton Road and will all use the proposed new junction on the A43. There will be pedestrian/cycle access and when required emergency access from Northampton Road (controlled via gates by the emergency services).

E Northampton Road 'Greenway': establishing a clearer 'green corridor' parallel to Northampton Road to create a landscape and walking route linking the villages of Blisworth and Milton Malsor. The proposed buildings have also been set back from the existing road to provide an expanded landscape buffer.

F Increased bunding and landscaping: we have expanded bund heights to increase screening. The changes 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

G Enhanced public rights of way and connectivity: better defined public rights of way (PROW) and footpaths through, around and alongside the site, including new routes to ensure that circular routes are maintained, especially along the eastern side of the Northampton Loop to link the existing footpath route back into Milton Malsor.

H Reorientation and reduction of selected warehouse buildings: to reduce the visual impact on Railway Cottages and Northampton Road, the distance between the closest buildings (Units 3 and 4) has been increased. Unit 4, which is closest to the Railway Cottages, has also been reduced in size.

I Increased lorry park capacity: we have increased capacity of the lorry park to the south of Unit 10 to further alleviate concerns over HGVs potentially parking on local roads.

J Additional woodland planting to the east of the Northampton Loop Line: we are proposing woodland blocks to the east of the Northampton Loop in keeping with the wider landscape character.

K Occupational health: we have added on-site occupational health facilities within the planned lorry park amenities.

We are grateful to everyone who participated in the consultation. Feedback has been carried into the scheme design process and addressed resulting in a number of substantial scheme refinements and improvements.