

Roxhill is proposing a Strategic Rail Freight Interchange (SRFI) on land to the west of the M1 Junction 15. The proposed SRFI is known as 'Northampton Gateway'. An SRFI is a large multi-purpose freight interchange and distribution centre linked into both the rail and trunk road systems.

This document has been prepared to make the community aware of Roxhill's public consultation activity being undertaken in October and November, and to provide a summary of the Northampton Gateway proposals. It follows earlier consultation activity, including an Update Newsletter distributed in July 2017, to give an overview of the ongoing work, and indicative programme for the next steps.

This forms part of Roxhill's proposed strategy for consultation as set out in the published Statement of Community Consultation (SoCC). Details of how local people can view and comment on updated information about the proposed development are provided on the back page.

An initial stage of public consultation was held in late 2016 to make people aware of the proposals at an early stage, to gain feedback on the proposals and to inform people of the likely application process. Work has progressed since then, and regard had to comments and questions raised by local communities and consultees.

Roxhill is holding a statutory consultation process from 9th October until 24th November 2017. This will focus on a number of public consultation exhibitions being held as follows:

Hilton Hotel, Collingtree

Monday 9th October, 1.30pm - 7.30pm

The Royal Oak pub, Blisworth

Wednesday 11th October, 1.30pm - 7.30pm

Milton Malsor Village Hall

Friday 13th October, 2pm - 7.30pm

Road Primary School

Saturday 14th October, 12 noon - 5pm

The Forum, Moat Lane, Towcester (SNDC Council Chamber)

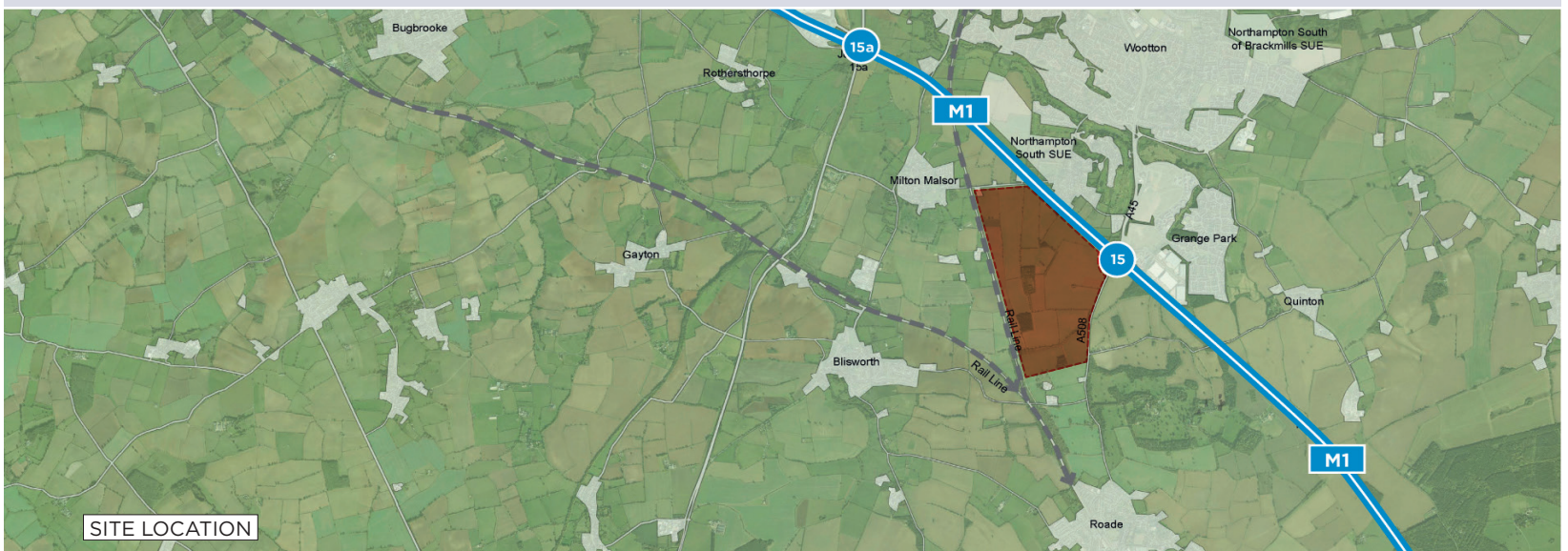
Friday 20th October, 2pm - 7pm

Contact details are included at the back of this leaflet, and on the project website -

www.northampton-gateway.co.uk

NORTHAMPTON GATEWAY WOULD INCLUDE:

- A rail freight terminal (and express freight facility) with the capacity to accommodate up to 16 trains per day in the longer-term
- 468,000 sq.m. of rail-served warehousing with mezzanine floorspace and ancillary office accommodation
- Substantial improvements to the local highways network, including works at Junctions 15 and 15a of the M1 motorway, and a number of local junctions, to improve safety, capacity and to reduce congestion
- Provision of a new Road Bypass to alleviate local traffic concerns and impacts



SITE LOCATION

SUMMARY OF PROPOSED DEVELOPMENT

The following sections of this leaflet set out a summary of the Proposed Development. Further information and details will be available at the exhibitions, and on the project website (www.northampton-gateway.co.uk) from 9th October.

It is important to note that some technical work associated with the Proposed Development is ongoing, and so the scheme or evidence base could continue to evolve in response to this work, as well as in response to comments or questions raised through the consultation process. However, design and environmental assessment work is now sufficiently far advanced that Roxhill is able to undertake its statutory consultation on the Proposed Development.

An updated set of draft documents will be published to support this process and to aid local people and other consultees in commenting on the proposals. This includes updated Environmental Statement chapters and associated technical appendices which present the likely impacts of the proposals and appropriate measures to mitigate or minimise adverse effects. The ES includes chapters about Landscape and Visual effects, Ecology, Heritage, Drainage and Flood Risk, Lighting, Noise, Air Quality, and Transport.

The Northampton Gateway proposals include a number of components, described below and overleaf:

STRATEGIC RAIL FREIGHT INTERCHANGE

At the heart of the proposals is a new Strategic Rail Freight Interchange (SRFI). This will include a rail terminal connected to the Northampton Loop railway line with north and south facing connections to the railway network. This terminal will enable the movement of freight by rail, reducing the reliance on road transport (HGVs). The terminal will offer the potential to transfer goods from road to rail, but also from rail to rail (i.e. from one train to another), and from rail to road. The terminal will operate as a type of port, forming part of the supply-chains connecting manufacturers and distributors with retailers and end-users or consumers. Some goods might be stored at the site before being moved to other destinations.

The terminal is being designed to be able to meet a range of requirements of the rail freight sector, including containerised freight (goods moved in standard sized steel containers) to and from ports, as well as other sectors within the UK. When fully operational, Northampton Gateway could accommodate up to 16 freight trains per day. However, in the early years following the opening of Northampton Gateway rail freight volumes are typically expected to be only 3 - 4 trains per day.

The proposals also make provision for an 'express freight' facility within the terminal in response to signs that this is expected to be an area of future growth in the rail freight sector geared around the increasing demands for express parcel distribution by the retail and other sectors.

WAREHOUSING AND LANDSCAPING

The site will deliver 468,000 sq.m. of new distribution floorspace, with the majority benefitting from direct access to the rail network. These buildings will provide new opportunities for distribution and logistics companies to locate on a rail-connected site, and to reduce their reliance on road transport. Around 7500 jobs are forecast on-site once fully operational in a wide range of roles.

At this stage, the number and size of individual buildings is not confirmed or fixed, but the Illustrative Masterplan shows a possible layout. The physical development of the site will be in accordance with the Parameters Plan which sets the height and other constraints for the site, and which form the basis of the Environmental Statement (see the back page).

The proposed development has a strong landscape framework developed in tandem with an earthworks strategy which will see flat development plateau created. The buildings would effectively be 'sunk' into the site with new ground levels between 8-10 metres below existing in the western part of the site. These earthworks will create significant earth bunds around the perimeter of the site with additional tree planting to substantially screen the site from outside view. In addition, the development would retain the existing established areas of woodland around and within the site which will also form part of the landscaping strategy. The on-site landscaping will also include diverted rights of way, as well as drainage features providing storage for surface water, and creating new wetland habitats.

The proposed landscaping and earthworks strategy would also have benefits with regard to mitigating noise and lighting impacts which might otherwise impact on receptors closest to the site.

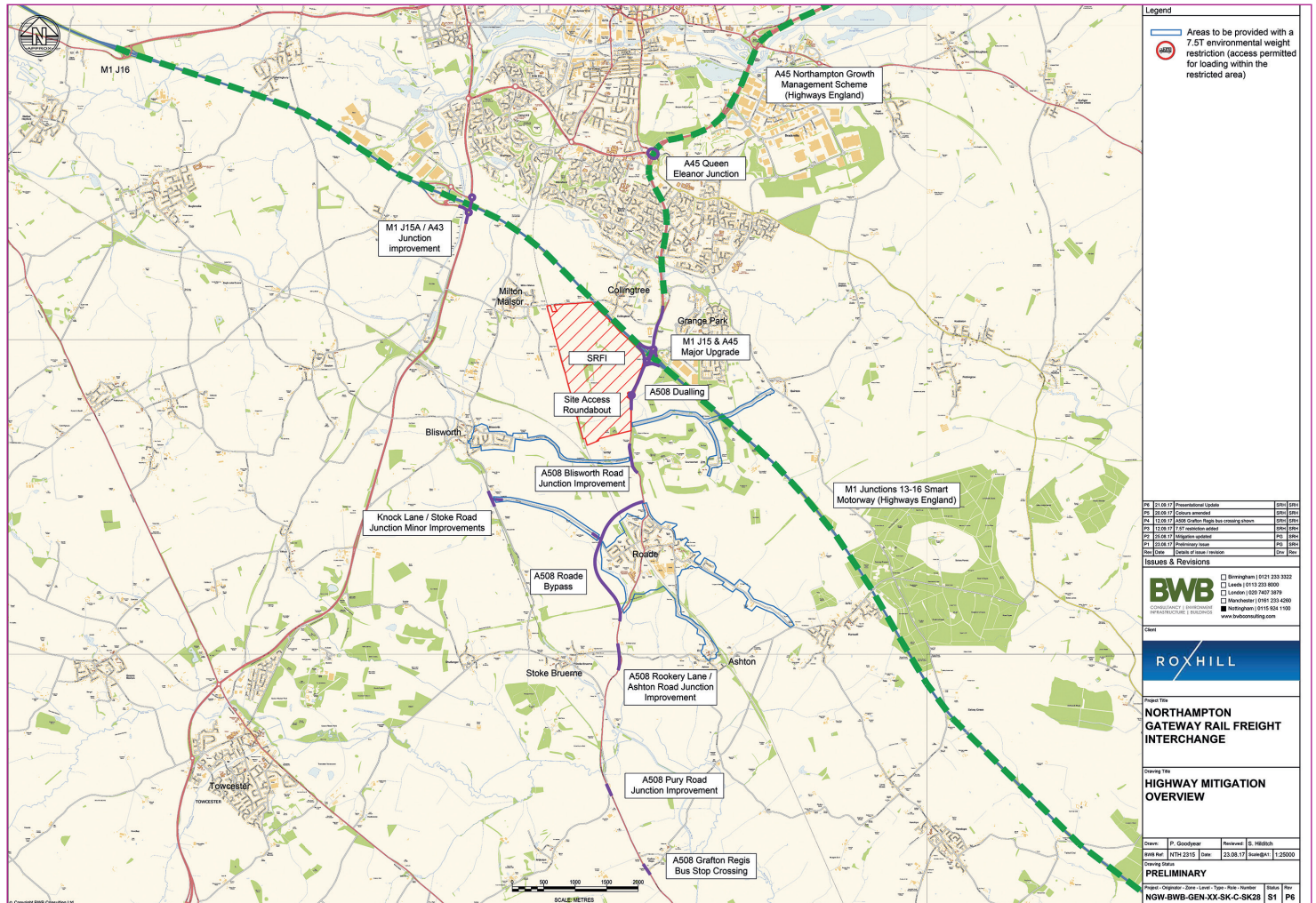
ILLUSTRATIVE MASTERPLAN



HIGHWAYS IMPROVEMENTS

The SRFI would be accessed from a new roundabout on the A508, and the A508 would be dualled from this new access to Junction 15. The site access is being designed to prevent HGVs from turning right (south) onto the A508 on leaving the site to help reduce the number of lorries using the A508.

The transport modelling undertaken through the Spring and Summer has helped to identify a range of potential future issues which the proposed development will respond to and seek to mitigate or prevent. A number of highways improvements are proposed, as shown on the summary plan below:

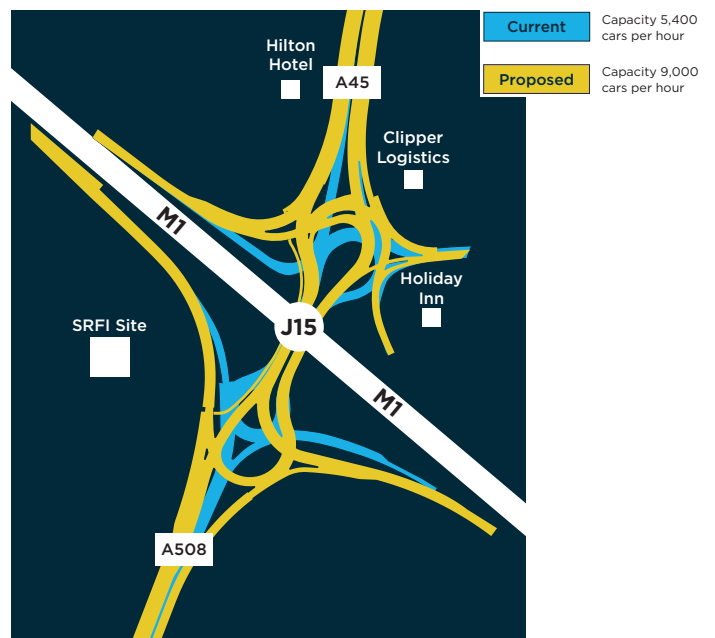


Detailed components of this package of works include:

Major upgrade to Junction 15

The proposed Junction 15 improvement scheme would deliver a significant increase in capacity, with new signals added, additional lanes to aid movements to and from the M1 and on the A45 approach, as well as additional lanes linking with the dualled stretch of the A508 south of Junction 15. The current Junction 15 is approximately 27% over capacity at peak times.

As indicated on the diagram, the proposed junction would deliver significantly more capacity than the existing Junction. It would result in reduced journey times and less congestion, meeting the needs of local communities as well as traffic associated with the SRFI site.





HIGHWAYS IMPROVEMENTS

Improved Junction 15A

In response to the transport modelling, an improvement scheme has been prepared at Junction 15A. This scheme will introduce additional lane width and signalisation to alleviate future congestion, and to prevent potential issues over the longer-term once the SRFI site is fully operational alongside the growth already planned in and around Northampton.

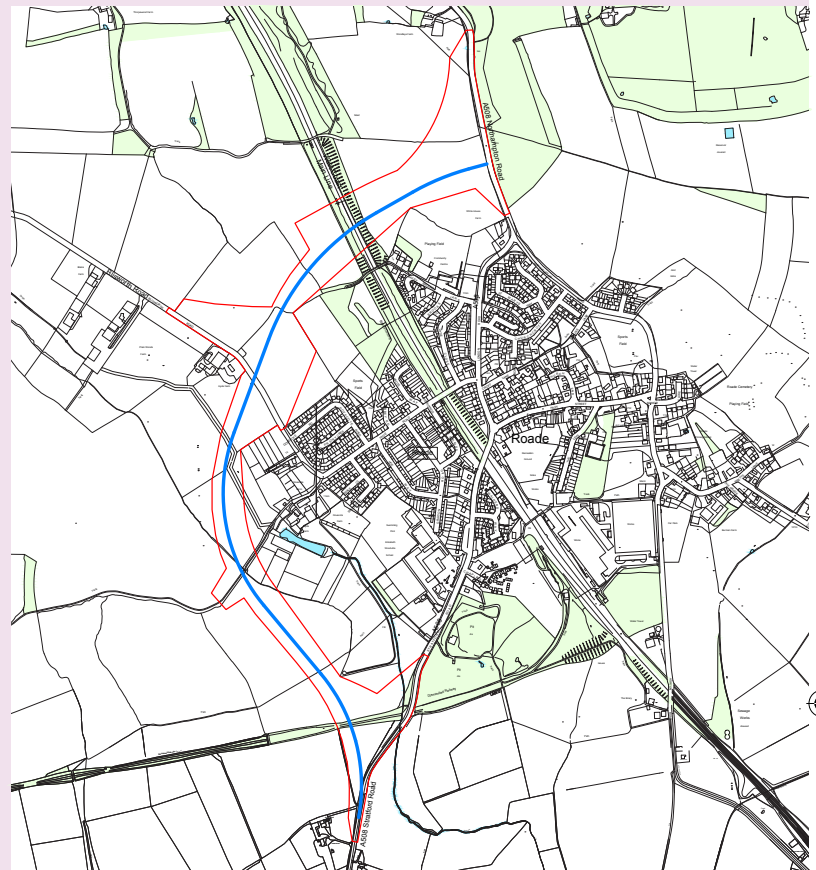
Details will be available on the website and at the exhibitions from 9th October 2017.

New Road Bypass

The proposed route is shown in blue on the plan. This will remove the A508 traffic from the village, greatly improving congestion, and significantly reducing noise and air quality impacts in the village centre.

The alignment of the new road around the western side of the village is preferred as it would, on balance, deliver fewer environmental impacts than other potential alternative routes considered, including one around the eastern side of Roade, and another route further away from the western edge of the village.

New roundabouts would connect the Bypass to the A508 north and south of the village, as well as at the junction with Blisworth Road. Detailed design work is ongoing with regard to landscaping and drainage features along the Bypass route. There would only be wstreet lighting at the roundabout junctions, not along the bypass.



OTHER HIGHWAYS MITIGATION MEASURES

The transport modelling shows that the improved Junction 15 and Bypass will attract traffic from a number of other routes, with benefits to several nearby villages which will see reductions in through traffic and congestion. The overall package of transport improvements set out above would lead to such benefits for villages including Blisworth, Milton Malsor, Collingtree and Roade, with reduced noise and other impacts from through traffic.













A number of existing local junctions have been identified as requiring improvement - these are identified on the Summary plan on an earlier page. These form part of a wider package of improvements alongside those at J15, J15A, and the Roade Bypass, and would improve the safety and reliability of local journeys. The package of proposed works include alterations at key locations as part of an 'A508 route upgrade'; comprising:

- Courteenhall Road junction improvement
- Rookery Lane/Ashton Road junction improvement
- Pury Road junction improvement
- Knock Lane/Stoke Road junction improvement
- Provision of a pedestrian crossing at a bus stop in Grafton Regis.
- Additional HGV (7.5T) weight restrictions (with access permitted for loading):
 - throughout Roade
 - along Knock Lane/Blisworth Road between Roade Bypass and Stoke Road
 - along Courteenhall Road between the A508 and High Street, including parts of Blisworth
 - along the unnamed road between the A508 and Quinton.



PARAMETERS PLAN

LEGEND

-  Open Land / Landscaping including landscape screen bunding, attenuation ponds & retained agricultural land
-  Existing woodland to be retained
-  New road infrastructure and improvements to existing infrastructure including landscaping
-  Estate roads with limits of deviation
-  Rail corridor including new rail line and landscaping
-  Rail corridor within development zones
-  Zone A development area
-  Zone B rail interchange
-  Order Limits
-  Area for development signage
S1 = Sign Board max size (including supporting frame) 7.5m High x 18.3m Wide x 1.3m Deep
-  S2 = Totem Sign max size (including supporting frame) 15.5m High x 4.0m Wide x 4.0m Deep
-  Farm buildings to be demolished

SCHEDULE OF PARAMETERS

Zone	Number of Units	Maximum development floor space per Zone in m ²	Minimum finished floor level (in m Above Ordnance Datum)	Maximum building height measured to roof ridge / highest point (in metres above ordnance datum)
Zone A1	1 to 8	180,000 (1,937,520 sqft)	Zone A1 (a) 85.50 Zone A1 (b) 83.50 Zone A1 (c) 82.50	104.00
Zone A2	1 to 4	152,000 (1,636,128 sqft)	Zone A2 (a) 90.00 Zone A2 (b) 89.50	109.50
Zone A3	1 to 4	55,000 (592,020 sqft)	89.00	109.50
Zone A4	1 to 4	126,000 (1,356,264 sqft)	88.50	109.00
Maximum Total Floor Space Zone A*				
Total	1 to 20	468,000 (5,037,510 sqft)		

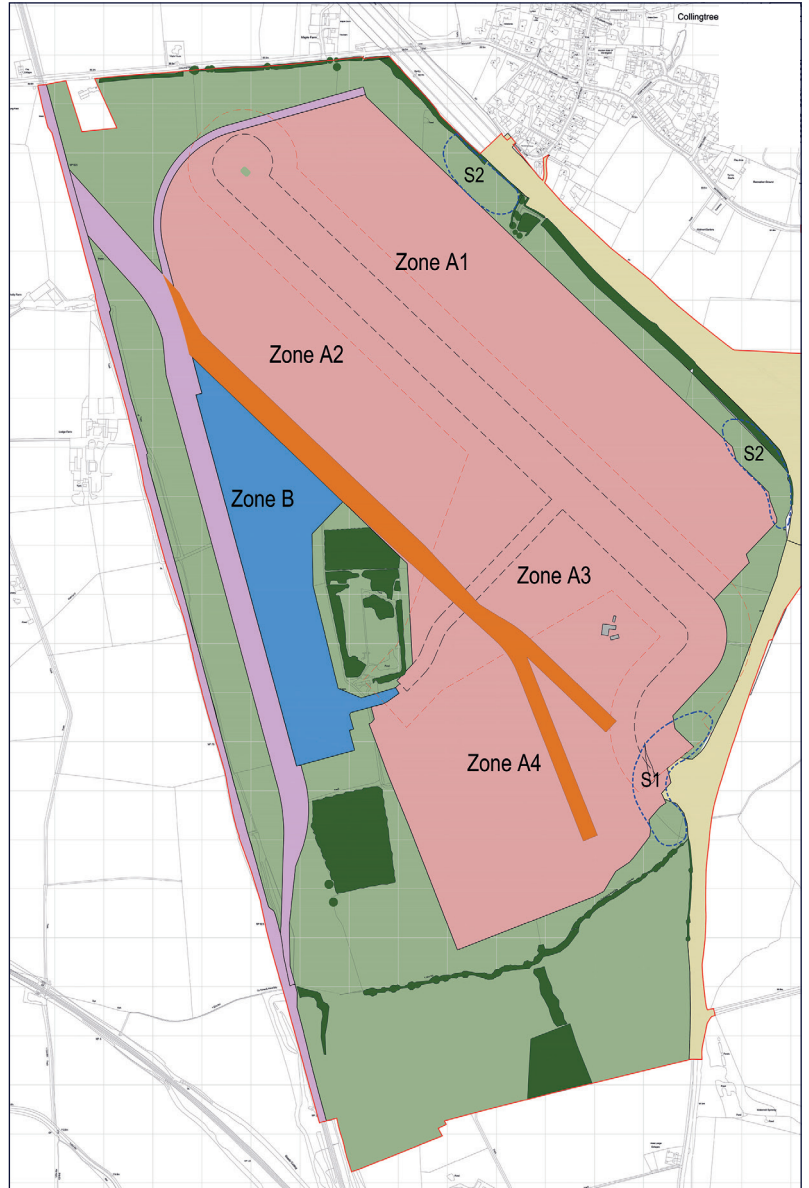
Zone	Number of Units	Maximum development floor space per Zone in m ²	Minimum finished floor level (in m Above Ordnance Datum)	Maximum building height measured to roof ridge / highest point (in metres above ordnance datum)
Zone B	1 to 4	1858 (20,000 sqft)	93.00	Buildings 10.0m Container Storage max height 12.0m Gantry Cranes 18.0 m max. height

* this total floorspace is the maximum floorspace (excluding mezzanine space) that will be developed across zone A notwithstanding that the maximum floorspace stated for each zone A1 to A4 combined would exceed this figure i.e. it is the overall floorspace cap for zone A excluding mezzanine floorspace. In addition to this total floorspace figure, up to 155,000 sqm (1,688,420 sqft) of floorspace can be provided in the form of mezzanine floorspace to units within zone A

Parameters Note:

A key objective of the scheme parameters for the Northampton Gateway SRFI is to establish principles which control the visual effects of the warehouse buildings and freight terminal operations. This is determined by fixed parameters for finished floor levels and the height of built form together with establishing principles for the relationship between the height of built form and the height of landscape screen bunds.

The approach to the parameters therefore allows for some flexibility in the maximum height of buildings depending on the finished floor levels, but with fixed upper limits for the height of built form when measured as a height above ordnance datum (AOD Level). In turn there is a degree of flexibility in the height of the bunds which could vary depending on final building heights measured at AOD levels. The parameters established for the landscape bunds is that their height, relative to the buildings they screen, will be in accordance with the principles shown on and established by the landscape cross sections and landscape photomontages.



CONSULTATION PROCESS AND NEXT STEPS

The statutory stage of public consultation is being held from 9th October to 24th November 2017. The dates and venues of the consultation exhibitions are shown on the front page of this leaflet.

The exhibitions will include large-scale boards containing information about the proposals. Subject to the limitations of the size of rooms available the intention is also to display a physical model of the Proposed Development – as a minimum this will be on display at the events in Collingtree, Roade, and Towcester. A digital model showing key viewpoints of the site will be available at all of the exhibitions, as will a simulation showing the proposed Junction 15 improvements.

After the public consultation period ends on 24th November comments and suggestions will be reviewed as part of progressing and finalising the proposals and application documents.

Comments will be summarised in a Consultation Report.

Roxhill expect to submit an application for a Development Consent Order in the first quarter of 2018. Comments can be made via the following methods:

- By hand (or post – see below) via a printed comments form available at the public exhibitions;
- Online via the comments form on the project website:
www.northampton-gateway.co.uk
- By email to:
contact-us@northampton-gateway.co.uk
- By telephone using the project phone line:
01788 538440;
- By post to:
**Northampton Gateway SRFI
PO Box 10570
Nottingham
NG2 9RG**
- In person at the public exhibitions described above.