



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

PARAMETERS PLAN – MINOR AMENDMENTS

DOCUMENT 8.15

The Northampton Gateway Rail Freight Interchange Order 201X

PARAMETERS PLAN – MINOR AMENDMENTS | 26 FEBRUARY 2019

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THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE ORDER 201X

DOCUMENT 8.15 – PARAMETERS PLAN MINOR AMENDMENTS

1. Introduction

1.1 For two separate, unrelated, reasons minor changes to the Parameters Plan (**Document 2.10** [APP-065]) are proposed. These arise from:

- A minor change to the area of rail infrastructure on the north west corner of the site to allow for a 40 mph exit and entry speed for all reception sidings, as agreed with Network Rail, as explained in section 2 below; and
- The removal of a note relating to bund heights and the addition of spot heights with explanatory key, as explained in section 3 below.

1.2 The revised Parameters Plan (Rev S2) is contained at **Appendix 1** and is also submitted as a separate document for certification purposes.

2. Northern Rail Access

2.1 The ExA is aware that the Statement of Common Ground with Network Rail (NR) submitted on the 6th November 2018, for **Deadline 1**, indicated that there was an outstanding matter concerning connection speeds (**Document 7.13** [REP1-016]). The ExA is aware that further work has been undertaken and indeed paragraph 30 of that SoCG indicated that Network Rail have been considering material submitted by the Applicant seeking to provide them with confirmation that 40mph connection speeds can be achieved.

2.2 As a result of the further work that has been undertaken, agreement has been reached with Network Rail and this is set out in a further Statement of Common Ground which has been agreed with Network Rail and is appended to the Applicant's Response to ExQ2 (**Document 8.17**) submitted for **Deadline 5**.

2.3 The agreement reached with Network Rail confirms that the Application as submitted allows for 40mph entry/exit speeds on all the reception sidings entering from the south and allows 40mph entry/exit speeds on one reception siding from the north. The Applicant is content that this arrangement is entirely appropriate to service the SRFI because the site could be managed to enable all trains arriving from the north to arrive into the 40mph reception sidings. This can be facilitated because of the anticipated proportion of rail traffic that will arrive from the north compared to the south and because of the flexibility that is built into the operation of the terminal (with 3 reception sidings and 3 terminal sidings), meaning that the relevant siding can be cleared at the appropriate time.

2.4 However, NR requested more resilience, with a preference that all reception sidings have the ability to accommodate trains arriving at speeds of 40mph. Accordingly, the Applicant has reviewed the potential arrangements and submitted a scheme to NR which would enable all reception sidings to accommodate 40mph trains arriving from the north. NR has confirmed that the arrangement put forward would enable 40mph entry speeds to all reception sidings.

2.5 The arrangement put forward would require a rail alignment which would be slightly outside the parameters of the rail infrastructure currently set out on the Parameters

Plan. A minor amendment to the Parameters Plan to move the position of the rail corridor, and the corridor for the rail tunnel, slightly to the north, at the northern rail access location, would be required to accommodate this potential rail alignment.

- 2.6 Due to the minor nature of this change it is considered that the only impacts the assessment of which could potentially alter as a result of the change would be noise and vibration and landscape and visual effects. The Applicant has therefore undertaken an assessment of the change in environmental effects that would result from the alteration to the Parameters Plan which would allow for the alignment discussed and agreed with NR. These Assessments are appended to this Document at **Appendices 2 and 3** respectively.
- 2.7 The Assessments conclude that the changes would not result in any significant environmental effects. In relation to noise and vibration the assessment shows that the impact magnitudes are largely unchanged compared to the ES results and result in impacts of either negligible or no change for all future year scenarios during both the day and night. In relation to the landscape and visual effects the assessment concludes that the change would not result in any changes to the assessed landscape and visual effects as described in the ES.

3. Landscaped Bunds

- 3.1 The Applicant committed at the December Hearings to consider further whether the approach to the height of landscape screen bunds as set out on the Parameters Plan and landscape cross sections, is sufficiently clear. Concerns have been raised by Rail Central and others in relation to the approach adopted.
- 3.2 The landscape screen bunds form a fundamental component of the Northampton Gateway scheme. They are an integral part of the approach to the design and layout of the scheme and help to mitigate the impact of the scheme, particularly in relation to views of the scheme from the villages of Collingtree, Milton Malsor and Blisworth.
- 3.3 The current approach to the Parameters Plan has clearly caused some confusion and uncertainty about the final height of the bunds. The Applicants intention had been to allow for some limited flexibility in final bund height subject to maintaining the principles shown and assessed on the landscape cross sections. However, having carefully reviewed the approach adopted, and given the importance of this aspect of the scheme, it is considered appropriate to clarify the position and remove any uncertainty by providing greater certainty on the height of the bunds.
- 3.4 An amendment to the Parameters Plan is therefore proposed. The amendment removes the 'Parameters Note' text cross referring to landscape cross section and inserts fixed bund heights at given positions along all the strategic landscape screen bunds. The key on the plan identifies the spot heights. It also confirms that the height of the bund between two consecutive spot heights will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights. The parameters set therefore provide a great deal of certainty as to the heights of the strategic landscape bund along their whole length. The heights that are set accord with the heights shown on the landscape cross sections and therefore accord with what has been assessed within the Environmental Statement.

4. Documentation Changes

- 4.1 For the reasons set out in sections 2 and 3 above the Applicant wishes to formally substitute the Parameters Plan Rev S1 with Rev S2 as contained in **Appendix 1**.

- 4.2 The change to the Parameters Plan relating to the rail access would require a consequential change to the area of Works No.1 , being the Works relating to rail infrastructure and, accordingly, revised Works Plans are also required, as follows:
- Works Plan Key Plan (**Document 2.2** Rev P13)
 - Works Plans Main Site Composite (**Document 2.2G** Rev P5).
 - Works Plans Sheet 1 (**Document 2.2A** Rev P10)
- 4.3 These plans are included in **Appendix 4** and are also submitted as separate documents for certification purposes.

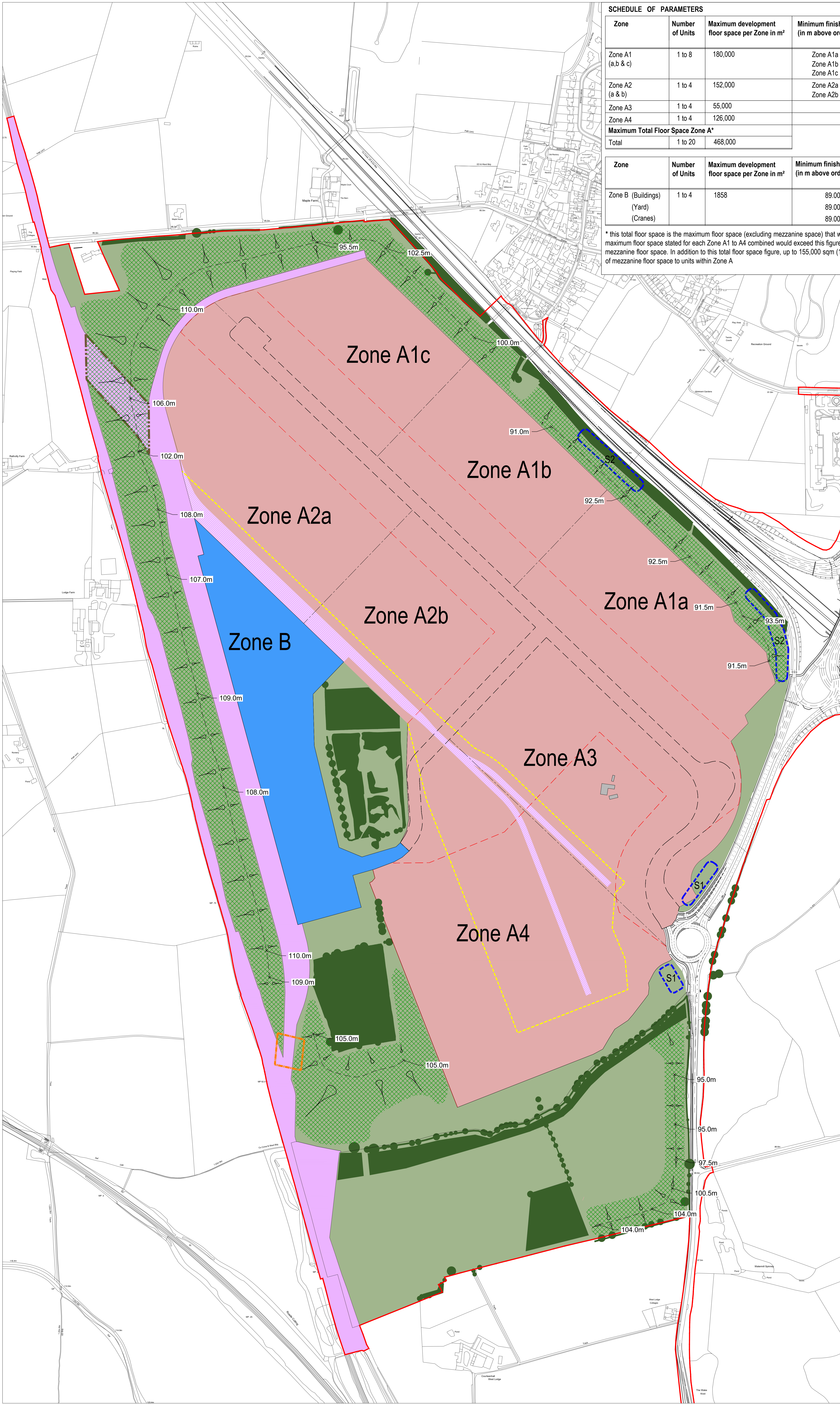
Appendix 1
Revised Parameters Plan

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 (a, b & c)	1 to 8	180,000	Zone A1a 81.50 Zone A1b 83.50 Zone A1c 84.00	104.00 104.00 104.00
Zone A2 (a & b)	1 to 4	152,000	Zone A2a 90.00 Zone A2b 89.50	109.50 109.50
Zone A3	1 to 4	55,000	89.00	109.50
Zone A4	1 to 4	126,000	88.50	109.00
Maximum Total Floor Space Zone A*				
Total	1 to 20	468,000		

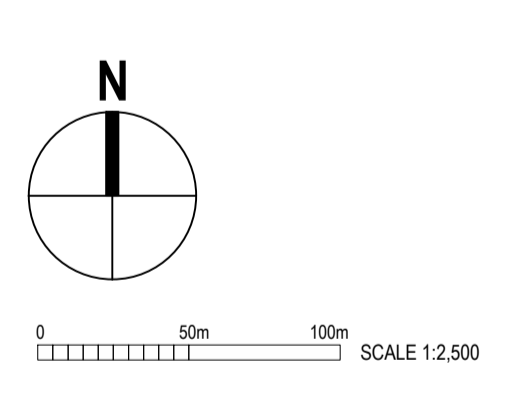
Zone	Number of Units	Maximum development floor space per Zone in m ²	Minimum finished ground level (in m above ordnance datum)	Maximum height measured to roof ridge / highest point (in metres above ordnance datum)
Zone B (Buildings) (Yard) (Cranes)	1 to 4	1858	89.00 89.00 89.00	Buildings 103.00 Yard 105.00 Gantry Cranes 110.50

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



LEGEND

- Open Land / Landscaping including landscape screen bunding, attenuation ponds & retained agricultural land
- Existing woodland to be retained
- Estate roads
- Limits of deviation to Estate roads
- Rail corridor including new rail line and landscaping
- Rail corridor within development zones
- Limits of deviation to rail corridor within development zones
- Zone A development area
- Zone boundaries within development area
- Zone B rail freight interchange
- Order Limits
- S1 = Area for development signage (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
- Areas within which strategic screen bunding is to be provided
- Fixed spot heights in metres above ordnance datum, identified along the ridgeline of each length of strategic screen bund
- Between any two consecutive spot heights marked on the ridge, the height of the bund, at its ridge, will be no lower than the lower of the two spot heights and no higher than the higher of the two spot heights
- Corridor for rail tunnel through strategic screen bunding
- Corridor for pedestrian footbridge over new rail line



S2 11.02.2019 Rail tunnel corridor re-aligned, top of bund spot heights added 2.10 S2
 Rev Date Details of issue / revision Dwr Rev
ISSUES & REVISIONS
ROXHILL
NORTHAMPTON GATEWAY
 STRATEGIC RAIL FREIGHT INTERCHANGE
THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE ORDER 201X
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Appendix 2

Minor Parameters Change - Noise and Vibration Assessment

NORTHAMPTON GATEWAY STRATEGIC RAIL FREIGHT INTERCHANGE

NOISE AND VIBRATION ASSESSMENT

ROXHILL (JUNCTION 15) LTD

VC-102244-EN-RP-0001

R00

FEBRUARY 2019

VANGUARDIA
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REVISION HISTORY

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VANGUARDIA LIMITED

HEAD OFFICE
21 Station Road West, Oxted
Surrey RH8 9EE

Tel +44 (0) 1883 718690
Fax +44 (0) 8700 516196

office@vanguardia.co.uk
vanguardia.co.uk

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1. INTRODUCTION

- 1.1. This noise and vibration assessment has been prepared following an update to the Parameters Plan (Doc 2.10 Rev S2) to incorporate minor modification to the location and extent of the rail corridor and associated tunnel in the north western part of the Main Site. The change to the Parameters Plan has been made in order to accommodate a potential rail alignment, which would enable trains to arrive into all 3 reception sidings at 40mph. This would require a rail alignment of the northern rail access slightly further north than can be accommodated within the previous Parameters set out.
- 1.2. The purpose of this assessment is to undertake an assessment of the minor change to the Parameters and compare these to the results of the existing assessment. The assessment is based on the same policy and legislation, assessment methodology and criteria as described in the ES noise and vibration chapter (Sections 8.3 and 8.4 of the ES chapter respectively). Of the receptors considered in the ES, only those receptors potentially affected by the change to the Parameters have been considered. These are receptors R15-R21, which are shown on Figure 8.1 of the ES (attached to this document) and are as follows:

- R15 Collingtree Rd North façade;
- R16 Collingtree Rd South façade;
- R17 Collingtree Rd West façade;
- R18 Collingtree Rd North façade;
- R19 Collingtree Rd South façade;
- R20 Stockwell Way; and
- R21 Barn Lane.

2. ASSESSMENT OF LIKELY SIGNIFICANT EFFECTS

RAILWAY NOISE – AVERAGE NOISE LEVELS

- 2.1. This section should be read in conjunction with Paragraphs 8.5.27 to 8.5.48 of the ES chapter.
- 2.2. The minor change to the parameters allows for a rail alignment which could be closer to the receptors considered in this assessment.

-
- 2.3. Predictions and assessment of average railway noise assuming such an alignment have been undertaken for those receptors (R15-R21), based on a comparison of Do-Minimum (DM) and Do-Something (DS) future year scenarios as described in Paragraphs 8.3.13 to 8.3.32 of the ES. DM refers to the noise environment without the Proposed Development, and DS with the Proposed Development.
- 2.4. The locations of the receptors are shown in Figure 8.1 and Appendix 8.6 of the ES; a copy of Figure 8.1 is appended to this Statement for ease of reference. The results are presented in Tables 1 to 6 on the following pages for the 2021, 2023 and 2043 future year scenarios during both the day and night-time. The tables correspond to those presented in Appendix 8.13 of the ES.
- 2.5. It can be seen from Tables 1 to 6 that no significant adverse effects or adverse impacts have been predicted at the receptors affected by the change to the Parameters when considering average railway noise. All impact magnitudes are either negligible or no change. This is the case for all future year scenarios during both the day and night-time.
- 2.6. When comparing these results with those presented in the ES, for most receptors, there are no changes in the predicted impact magnitudes at the relevant receptors due to the minor change. However, the following points are of note:
- 2.7. Small decreases in average railway noise are expected at the southern and western façades of 63 Collingtree Road (R16-R17) when compared to the results in the ES. This is due to slightly increased screening of the existing Northampton Loop line by the northern rail connection, which is now closer to these receptors, and gently slopes up as it enters the SRFI; and
- 2.8. Small increases in average railway noise (ranging from 0.1 to 0.3 dB) are expected at the other receptors (R15 and R18-R21) when compared to the results shown in the ES. This is primarily due to the repositioning of the three sets of points associated with the different alignment.
- 2.9. These small increases result in changes in impact magnitudes at R18-R20 from no change, as set out in the ES, to negligible for the 2021 daytime period (the results for 2033 and 2043 remain unchanged). The impact magnitude at R15 also changes from negligible to no change for the same scenario (2021 daytime period). The impact magnitudes at R21 are unchanged for all scenarios.

Table 1 Assessment of predicted railway noise – 2021 daytime period

Receptor		L _{Aeq,16hr} (dB)		Do Something Effect Level	Change DS - DM	Impact Magnitude	Significant?
Name	Height (m)	DM 2021	DS 2021				
R15 Collingtree Rd North	1.5	54.2	54.2	Between LOAEL and SOAEL	0.0	No Change	No
R16 Collingtree Rd South	1.5	52.6	51.7	Between LOAEL and SOAEL	-0.9	Negligible	No
R17 Collingtree Rd West	4.5*	56.3	56.0	Between LOAEL and SOAEL	-0.3	Negligible	No
R18 Collingtree Rd North	1.5	59.8	59.9	Between LOAEL and SOAEL	0.1	Negligible	No
R19 Collingtree Rd South	1.5	56.8	57.1	Between LOAEL and SOAEL	0.3	Negligible	No
R20 Stockwell Way	1.5	52.5	52.6	Between LOAEL and SOAEL	0.1	Negligible	No
R21 Barn Lane	1.5	47.0	47.2	<LOAEL	0.2	-	No

* R17 does not have a window at 1.5 m so a receptor height of 4.5 m (where there is a window) has been used.

Table 2 Assessment of predicted railway noise – 2033 daytime period

Receptor		L _{Aeq,16hr} (dB)		Do Something Effect Level	Change DS - DM	Impact Magnitude	Significant?
Name	Height (m)	DM 2033	DS 2033				
R15 Collingtree Rd North	1.5	55.4	55.6	Between LOAEL and SOAEL	0.2	Negligible	No
R16 Collingtree Rd South	1.5	53.8	53.0	Between LOAEL and SOAEL	-0.8	Negligible	No
R17 Collingtree Rd West	4.5*	57.5	57.3	Between LOAEL and SOAEL	-0.2	Negligible	No
R18 Collingtree Rd North	1.5	61.1	61.2	Between LOAEL and SOAEL	0.1	Negligible	No
R19 Collingtree Rd South	1.5	58.0	58.3	Between LOAEL and SOAEL	0.3	Negligible	No
R20 Stockwell Way	1.5	53.7	53.9	Between LOAEL and SOAEL	0.2	Negligible	No
R21 Barn Lane	1.5	48.2	48.6	<LOAEL	0.4	-	No

* R17 does not have a window at 1.5 m so a receptor height of 4.5 m (where there is a window) has been used.

Table 3 Assessment of predicted railway noise – 2043 daytime period

Receptor		L _{Aeq,16hr} (dB)		Do Something Effect Level	Change DS - DM	Impact Magnitude	Significant?
Name	Height (m)	DM 2043	DS 2043				
R15 Collingtree Rd North	1.5	55.8	56.0	Between LOAEL and SOAEL	0.2	Negligible	No
R16 Collingtree Rd South	1.5	54.2	53.4	Between LOAEL and SOAEL	-0.8	Negligible	No
R17 Collingtree Rd West	4.5*	57.9	57.7	Between LOAEL and SOAEL	-0.2	Negligible	No
R18 Collingtree Rd North	1.5	61.5	61.6	Between LOAEL and SOAEL	0.1	Negligible	No
R19 Collingtree Rd South	1.5	58.5	58.9	Between LOAEL and SOAEL	0.4	Negligible	No
R20 Stockwell Way	1.5	54.2	54.3	Between LOAEL and SOAEL	0.1	Negligible	No
R21 Barn Lane	1.5	48.6	49.0	<LOAEL	0.4	-	No

* R17 does not have a window at 1.5 m so a receptor height of 4.5 m (where there is a window) has been used.

Table 4 Assessment of predicted railway noise – 2021 night-time period

Receptor		L _{night} (dB)		Do Something Effect Level	Change DS - DM	Impact Magnitude	Significant?
Name	Height (m)	DM 2021	DS 2021				
R15 Collingtree Rd North	4.5	51.3	51.5	Between LOAEL and SOAEL	0.2	Negligible	No
R16 Collingtree Rd South	4.5	50.2	49.4	Between LOAEL and SOAEL	-0.8	Negligible	No
R17 Collingtree Rd West	4.5	52.6	52.5	Between LOAEL and SOAEL	-0.1	Negligible	No
R18 Collingtree Rd North	4.5	58.9	59.2	≥SOAEL	0.3	Negligible	No
R19 Collingtree Rd South	4.5	55.9	56.4	≥SOAEL	0.5	Negligible	No
R20 Stockwell Way	1.5*	48.8	49.1	Between LOAEL and SOAEL	0.3	Negligible	No
R21 Barn Lane	4.5	44.0	44.4	Between LOAEL and SOAEL	0.4	Negligible	No

* R20 is single storey so a receptor height of 1.5 m has been used.

Table 5 Assessment of predicted railway noise – 2033 night-time period

Receptor		L _{night} (dB)		Do Something Effect Level	Change DS - DM	Impact Magnitude	Significant?
Name	Height (m)	DM 2033	DS 2033				
R15 Collingtree Rd North	4.5	53.3	53.7	Between LOAEL and SOAEL	0.4	Negligible	No
R16 Collingtree Rd South	4.5	52.2	51.7	Between LOAEL and SOAEL	-0.5	Negligible	No
R17 Collingtree Rd West	4.5	54.6	54.7	Between LOAEL and SOAEL	0.1	Negligible	No
R18 Collingtree Rd North	4.5	60.9	61.3	≥SOAEL	0.4	Negligible	No
R19 Collingtree Rd South	4.5	57.8	58.4	≥SOAEL	0.6	Negligible	No
R20 Stockwell Way	1.5*	50.8	51.2	Between LOAEL and SOAEL	0.4	Negligible	No
R21 Barn Lane	4.5	46.0	46.5	Between LOAEL and SOAEL	0.5	Negligible	No

* R20 is single storey so a receptor height of 1.5 m has been used.

Table 6 Assessment of predicted railway noise – 2043 night-time period

Receptor		L _{night} (dB)		Do Something Effect Level	Change DS - DM	Impact Magnitude	Significant?
Name	Height (m)	DM 2043	DS 2043				
R15 Collingtree Rd North	4.5	54.1	54.6	Between LOAEL and SOAEL	0.5	Negligible	No
R16 Collingtree Rd South	4.5	53.0	52.6	Between LOAEL and SOAEL	-0.4	Negligible	No
R17 Collingtree Rd West	4.5	55.4	55.6	≥SOAEL	0.2	Negligible	No
R18 Collingtree Rd North	4.5	61.7	62.2	≥SOAEL	0.5	Negligible	No
R19 Collingtree Rd South	4.5	58.7	59.3	≥SOAEL	0.6	Negligible	No
R20 Stockwell Way	1.5*	51.6	52.2	Between LOAEL and SOAEL	0.6	Negligible	No

R21 Barn Lane	4.5	46.9	47.4	Between LOAEL and SOAEL	0.5	Negligible	No
* R20 is single storey so a receptor height of 1.5 m has been used.							

RAILWAY NOISE – MAXIMUM NOISE LEVELS

- 2.10. This section should be read in conjunction with Paragraphs 8.5.42 to 8.5.46 of the ES chapter.
- 2.11. The effect of the change to the Parameters on the possibility of night-time maximum noise levels from train movements increasing the probability of noise induced awakenings in the future year scenarios was assessed. Of those receptors assessed in the ES for this type of impact, only R18, the southern façade of Fog Cottages, is potentially affected by the minor change.
- 2.12. The assessment found that while the night-time average railway noise levels would increase very slightly (i.e. by 0.1 dB) at R18 in the 2021 and 2043 future year scenarios, this causes no change in the results of the ES assessment relating to the impact of night time maximum noise levels from train movements.

SUMMARY

- 2.13. An assessment of railway noise has been undertaken to identify the potential changes in impacts and effects that are likely to result from a minor change to the Parameters Plan to allow for a slightly more northerly, rail alignment of the northern rail connection to the SRFI main site.
- 2.14. The assessment of the potential change in average railway noise has shown that no significant adverse effects or adverse impacts are expected at the closest relevant receptors. In general, there are no changes between the predicted impact magnitudes at the closest relevant receptors. All impact magnitudes are either negligible or no change.
- 2.15. The assessment of the potential change in the effects of night-time maximum railway noise levels at the closest relevant receptor is unchanged from the ES assessment.

RAILWAY VIBRATION

- 2.16. This section should be read in conjunction with Paragraphs 8.5.49 to 8.5.59 of the ES chapter.
- 2.17. The change to the Parameters for the northern rail connection to the SRFI does not materially change its proximity to R18, the closest of the two relevant receptors for which railway vibration was assessed in the ES. While the change might move the track marginally closer to 63 Collingtree Road (R15-R17) than previously assessed, all new or existing track is still considerably further from this property than it is to R18.

- 2.18. Therefore, the results of the ES assessment of railway vibration remain unchanged, i.e. that no significant adverse effects or adverse impacts are expected.

3 . MITIGATION AND RESIDUAL EFFECTS

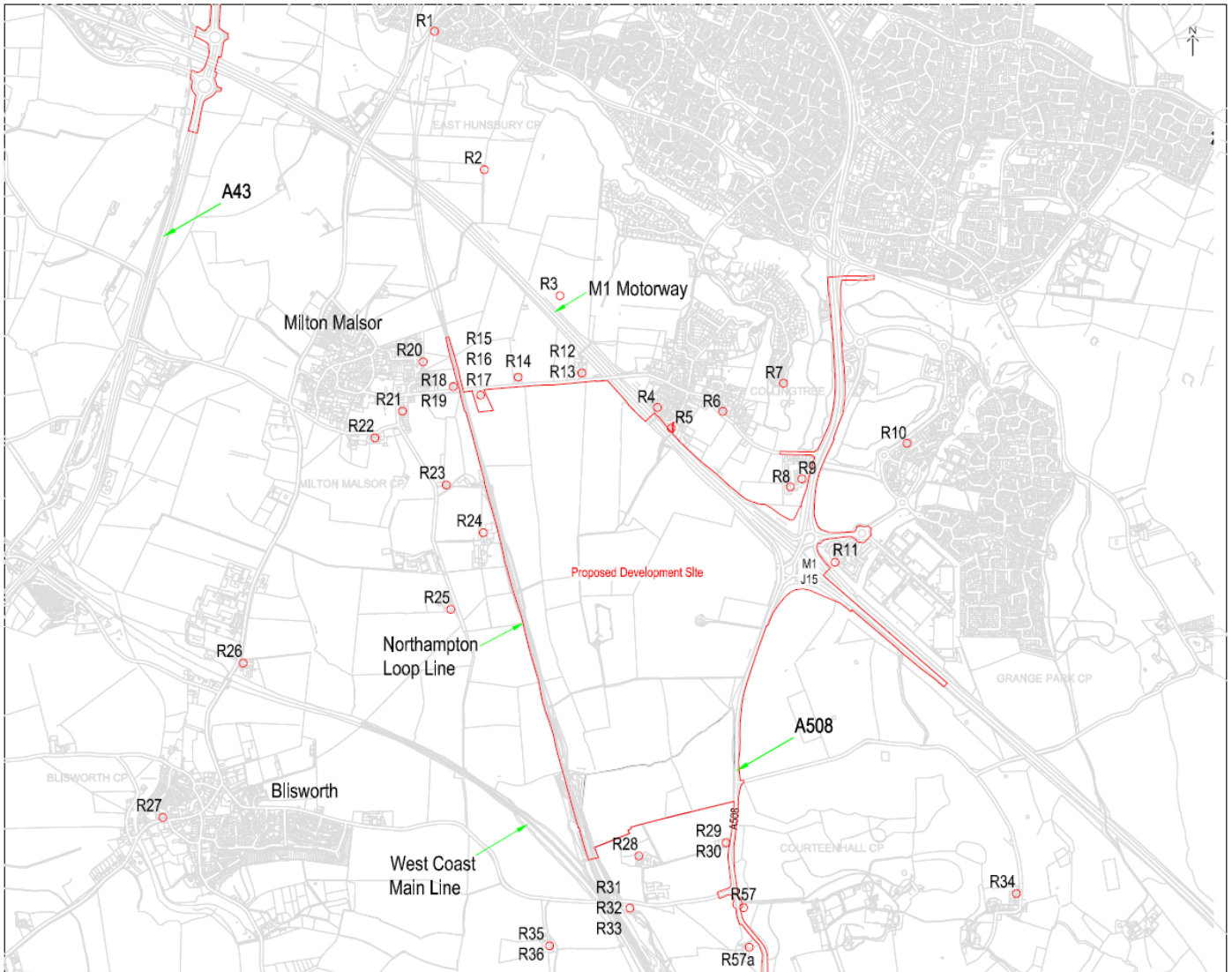
- 3.1. The assessment of the potential changes in railway noise and vibration due to the minor change to the Parameters in relation to the northern rail connection to the SRFI has indicated that no significant adverse effects or adverse impacts are expected in addition to those previously identified in the ES chapter.
- 3.2. Therefore, no mitigation further to that set out in Section 8.6 of the ES is required, and the residual effects are unchanged.

4 . CONCLUSIONS

- 4.1. This assessment has considered the changes in railway noise and vibration impacts and effects that may arise from a change to the Parameters in relation to the northern rail connection to the SRFI.
- 4.2. The results have indicated that no significant adverse effects or adverse impacts are expected in addition to those previously identified in the ES chapter. The predicted impact magnitudes are largely unchanged when compared to the ES results and are either negligible or no change for all future year scenarios during both the day and night.

APPENDIX A: RECEPTOR LOCATIONS FOR NOISE & VIBRATION ASSESSMENT AROUND MAIN SITE

Figure 8.1 Receptor locations for noise and vibration assessment – Around Main Site





VANGUARDIA LIMITED

LONDON OFFICE

The Ministry
79-81 Borough Road
London SE1 1DN

HEAD OFFICE

21 Station Road West, Oxted
Surrey RH8 9EE

NORTH WEST OFFICE

3A Toft Road, Knutsford
Cheshire WA16 0PE

Tel +44 (0) 1883 718690

office@vanguardia.co.uk
vanguardia.co.uk

Appendix 3

Minor Parameters Change – Landscape and Visual Assessment



Roxhill (Junction 15) Ltd

Northampton Gateway Strategic Rail Freight Interchange

LANDSCAPE AND VISUAL ASSESSMENT

February 2019

FPCR Environment and Design Ltd

Registered Office: Lockington Hall, Lockington, Derby DE74 2RH

Company No. 07128076. [T] 01509 672772 [F] 01509 674565 [E] mail@fpcr.co.uk [W] www.fpcr.co.uk

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-	Draft	TJ/ 16 01 19	TJ/ 16 01 19
A	Final	TJ/ 29 01 19	TJ/ 29 01 19
B	Final	TJ/ 08 02 19	TJ/ 08 02 19

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1.0 INTRODUCTION 2

2.0 LANDSCAPE AND VISUAL EFFECTS OF PARAMETER PLAN MODIFICATIONS 2

3.0 CONCLUSION 3

1.0 INTRODUCTION

- 1.1 This landscape and visual impact assessment has been prepared following an update to the Parameters Plan (Doc 2.10 Rev S2), to incorporate a minor modification to the location and extent of the rail corridor and associated tunnel in the north western part of the Main Site. The change to the Parameters Plan has been made in order to accommodate a potential rail alignment which would be positioned slightly further north than previously anticipated and would enable trains to arrive into all 3 reception sidings at 40mph. This would require a rail alignment of the northern rail access further to the north than can be accommodated within the previous Parameters set out.
- 1.2 The purpose of this LVIA Assessment is to undertake an assessment of this minor change in accordance with the LVIA methodology detailed in the ES Chapter 4.0 at Section 4.2 and to detail any resultant changes to the landscape and visual effects of the proposed development, as stated and described in ES Chapter 4.0 (at Doc 5.2).

2.0 LANDSCAPE AND VISUAL EFFECTS OF PARAMETER PLAN MODIFICATIONS

- 2.1 The following paragraphs describe the nature and significance of the landscape and visual effects arising from the minor modification to the Parameters Plan (Doc 2.10 Rev P2). In landscape terms, this minor modification to the Parameters Plan would have no discernible effect upon the landscape effects as assessed and described within ES Chapter 4.0. Even at a very localised scale the nature and extent of the changes would not be material and would have no implications for the effectiveness of the Green Infrastructure and landscape bunding proposals.
- 2.2 In visual terms, consideration has been given to the potential of the minor change to alter the nature and significance of the resultant visual effects upon nearby visual receptors on the south eastern edge of Milton Malsor (Receptor Ref P1 (from the ES at Doc 5.2) Figure 4.8), including a single residential property that lies adjoining the site boundary on Collingtree Rd (Ref P2).
- 2.3 In terms of views towards the proposed development from the south eastern edge of Milton Malsor, the revised parameters would allow for the position of the proposed rail tunnel to potentially move very slightly northwards. However, any change in perception arising would be negligible even in these local views. There would also be no discernible change to the visible extent of the landscape and bunding proposals from the limited number of properties and positions on this edge of the village who have views towards the Main Site. Overall, as a result of the minor modifications to the Parameters Plan, there would be no discernible change to the nature and significance of the visual effects assessed and stated within the ES for Receptor P1 (Doc 5.2; Appendix 4.5).
- 2.4 For the single property, adjoining the site boundary on the eastern side of the rail line (on Collingtree Rd (one of two properties at Ref P2)), the revised parameters would allow for the position of the proposed tunnel and rail corridor to potentially move very slightly towards the property. Landscape proposals, including bunding would remain in the intervening area between this property and the rail tunnel and corridor and would provide effective visual screening and filtering of the proposed development.
- 2.5 There would be a very slight change to the width of the proposed landscape between this property and the Northampton Loop Line rail corridor, however, this would not be material in landscape and visual terms and there would be no discernible change to the nature and significance of the visual effect assessed as stated within the ES for Receptor P2 (Doc 5.2; Appendix 4.5).

- 2.6 There would be no other changes to the assessed and described landscape and visual effects (at Chapter 4.0 of the ES (Doc 5.2 Rev S2)) arising as a result of the minor modification to the Parameter Plan (Doc 2.10)

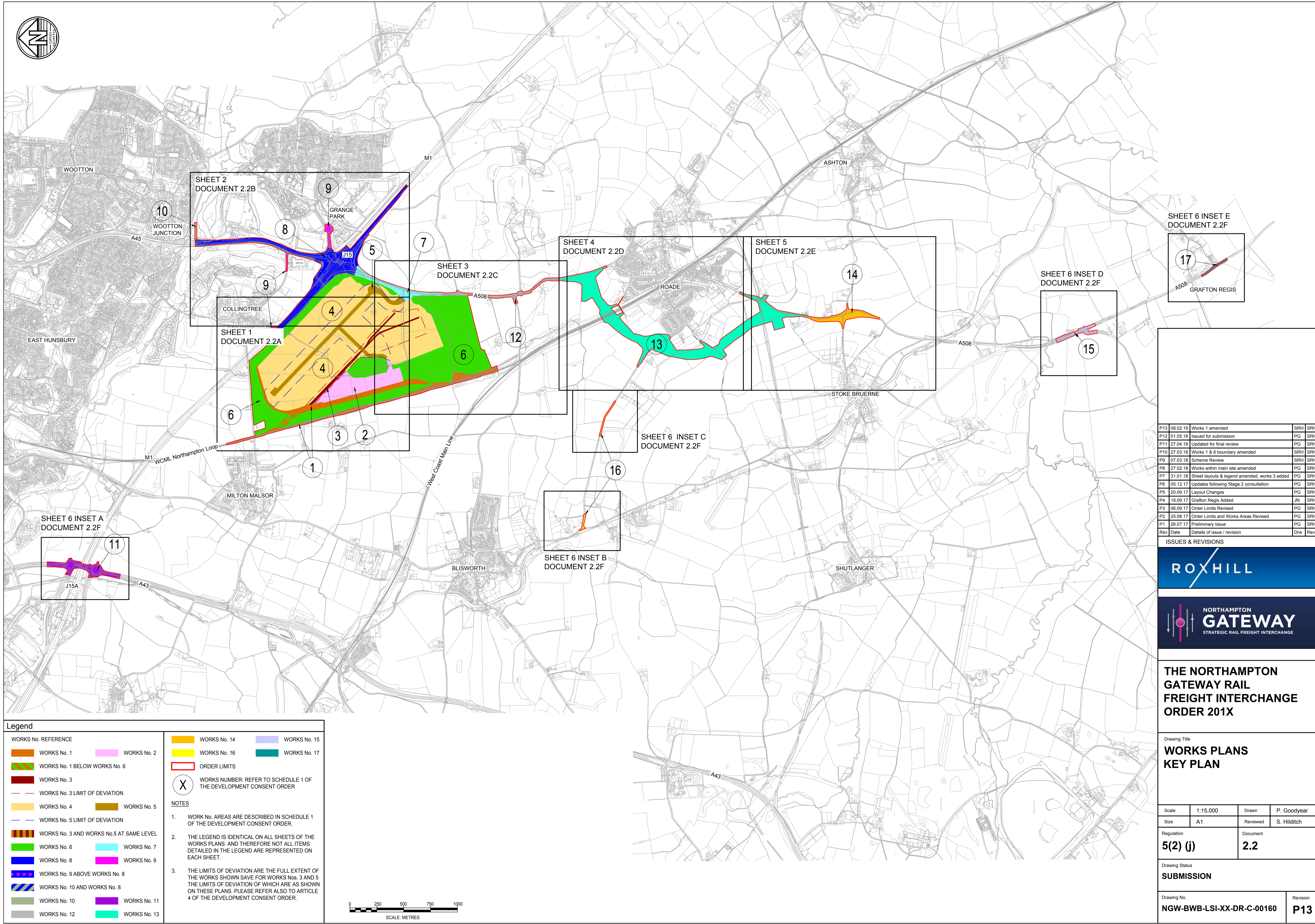
3.0 CONCLUSION

- 3.1 In landscape and visual terms, the minor modifications to the Parameters Plan (Doc 2.10 Rev S2) represent very small scale changes, even at a localised scale. The changes would not discernibly alter the extent or effectiveness of the landscape and Green Infrastructure proposals or the associated planting and bunding.
- 3.2 The minor modifications to the Parameters Plan (Doc 2.10) would not result in any changes to the assessed and described landscape and visual effects in Chapter 4.0 of the ES (Doc 5.2).

Appendix 4

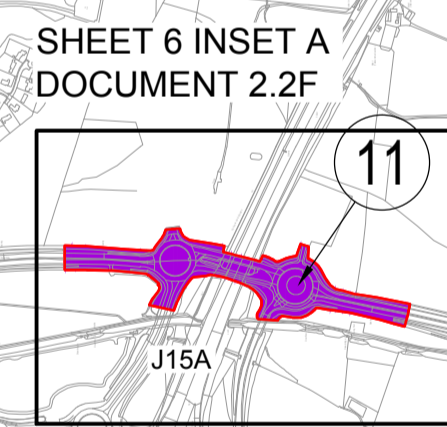
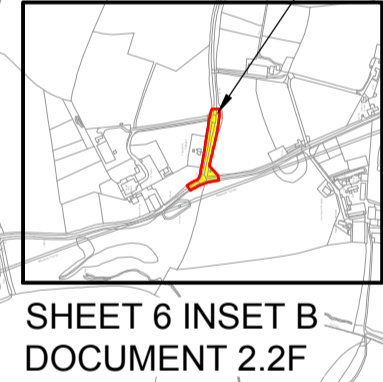
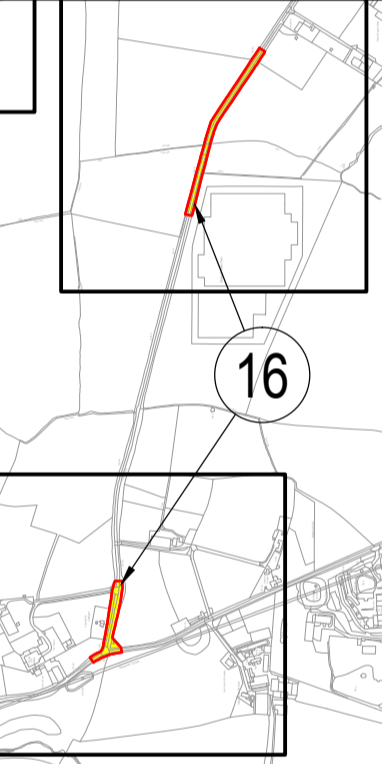
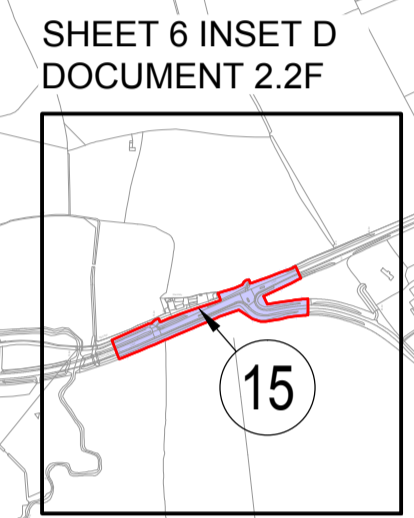
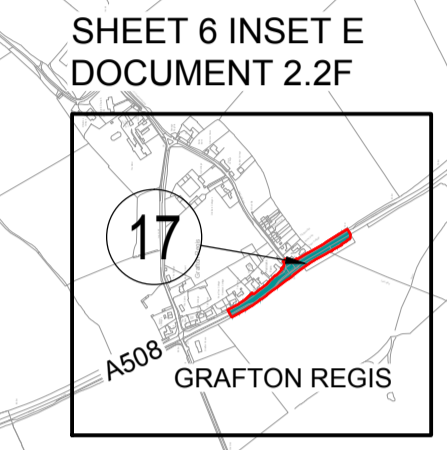
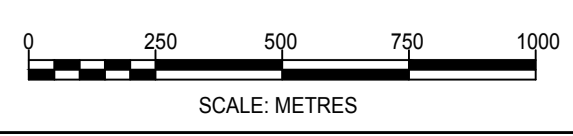
Minor Parameters Change – Amended Works Plans

**Key Plan (Document 2.2), Sheet 1 (Document 2.2A) and
Main Site Composite (Document 2.2G)**



Legend

WORKS No. REFERENCE	WORKS No. 14	WORKS No. 15
WORKS No. 1	WORKS No. 16	WORKS No. 17
WORKS No. 1 BELOW WORKS No. 6	ORDER LIMITS	
WORKS No. 2	WORKS NUMBER. REFER TO SCHEDULE 1 OF THE DEVELOPMENT CONSENT ORDER	
WORKS No. 3		
WORKS No. 3 LIMIT OF DEVIATION	NOTES	
WORKS No. 4	1. WORK No. AREAS ARE DESCRIBED IN SCHEDULE 1 OF THE DEVELOPMENT CONSENT ORDER.	
WORKS No. 5	2. THE LEGEND IS IDENTICAL ON ALL SHEETS OF THE WORKS PLANS AND THEREFORE NOT ALL ITEMS DETAILED IN THE LEGEND ARE REPRESENTED ON EACH SHEET.	
WORKS No. 5 LIMIT OF DEVIATION	3. THE LIMITS OF DEVIATION ARE THE FULL EXTENT OF THE WORKS SHOWN SAVE FOR WORKS Nos. 3 AND 5 THE LIMITS OF DEVIATION OF WHICH ARE AS SHOWN ON THESE PLANS. PLEASE REFER ALSO TO ARTICLE 4 OF THE DEVELOPMENT CONSENT ORDER.	
WORKS No. 3 AND WORKS No. 5 AT SAME LEVEL		
WORKS No. 6		
WORKS No. 7		
WORKS No. 8		
WORKS No. 9		
WORKS No. 9 ABOVE WORKS No. 8		
WORKS No. 10 AND WORKS No. 8		
WORKS No. 10		
WORKS No. 11		
WORKS No. 12		
WORKS No. 13		



Rev	Date	Details of issue / revision	PG	SRH	Drw	Rev
P13	08.02.19	Works 1 amended	SRH	SRH		
P12	01.05.18	Issued for submission	PG	SRH		
P11	27.04.18	Updated for final review	PG	SRH		
P10	27.03.18	Works 1 & 6 boundary amended	SRH	SRH		
P9	07.03.18	Scheme Review	SRH	SRH		
P8	27.02.18	Works within main site amended	PG	SRH		
P7	31.01.18	Sheet layouts & legend amended, works 3 added	PG	SRH		
P6	05.12.17	Updates following Stage 2 consultation	PG	SRH		
P5	20.09.17	Layout Changes	PG	SRH		
P4	18.09.17	Grafton Regis Added	JN	SRH		
P3	06.09.17	Order Limits Revised	PG	SRH		
P2	25.08.17	Order Limits and Works Areas Revised	PG	SRH		
P1	26.07.17	Preliminary Issue	PG	SRH		

ISSUES & REVISIONS



THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE ORDER 201X

Drawing Title
WORKS PLANS KEY PLAN

Scale	1:15,000	Drawn	P. Goodyear
Size	A1	Reviewed	S. Hilditch
Regulation	5(2) (j)	Document	2.2

Drawing Status
SUBMISSION

Drawing No. NGW-BWB-LSI-XX-DR-C-00160	Revision P13
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Cutline A - See Sheet 2 Document 2.2B

C67 Ash Lane

C67 Collingtree Road

WCML Northampton Loop

Legend

WORKS No. REFERENCE		
WORKS No. 1		WORKS No. 2
WORKS No. 1 BELOW WORKS No. 6		WORKS No. 5
WORKS No. 3		WORKS No. 7
WORKS No. 3 LIMIT OF DEVIATION		WORKS No. 9
WORKS No. 4		WORKS No. 11
WORKS No. 5 LIMIT OF DEVIATION		WORKS No. 13
WORKS No. 3 AND WORKS No.5 AT SAME LEVEL		WORKS No. 15
WORKS No. 6		WORKS No. 17
WORKS No. 8		
WORKS No. 9 ABOVE WORKS No. 8		
WORKS No. 10 AND WORKS No. 8		
WORKS No. 10		
WORKS No. 12		
WORKS No. 14		
WORKS No. 16		
ORDER LIMITS		

NOTES

- WORK No. AREAS ARE DESCRIBED IN SCHEDULE 1 OF THE DEVELOPMENT CONSENT ORDER.
- THE LEGEND IS IDENTICAL ON ALL SHEETS OF THE WORKS PLANS AND THEREFORE NOT ALL ITEMS DETAILED IN THE LEGEND ARE REPRESENTED ON EACH SHEET.
- THE LIMITS OF DEVIATION ARE THE FULL EXTENT OF THE WORKS SHOWN SAVE FOR WORKS Nos. 3 AND 5 THE LIMITS OF DEVIATION OF WHICH ARE AS SHOWN ON THESE PLANS. PLEASE REFER ALSO TO ARTICLE 4 OF THE DEVELOPMENT CONSENT ORDER.

0 50 100 150 200
SCALE: METRES

P10	24.01.19	Works 1 amended	PG	SRH
P9	01.05.18	Issued for submission	PG	SRH
P8	27.04.18	Updated for final review	PG	SRH
P7	27.03.18	Works 1 & 6 boundary amended	SRH	SRH
P6	07.03.18	Scheme review	SRH	SRH
P5	27.02.18	Works within main site amended	PG	SRH
P4	31.01.18	Sheet layouts & legend amended, works 3 added	PG	SRH
P3	05.12.17	Updates following Stage 2 consultation	PG	SRH
P2	20.09.17	Layout Changes	PG	SRH
P1	18.09.17	Preliminary Issue	PG	SRH
Rev	Date	Details of issue / revision	Drw	Rev

ISSUES & REVISIONS

THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE ORDER 201X

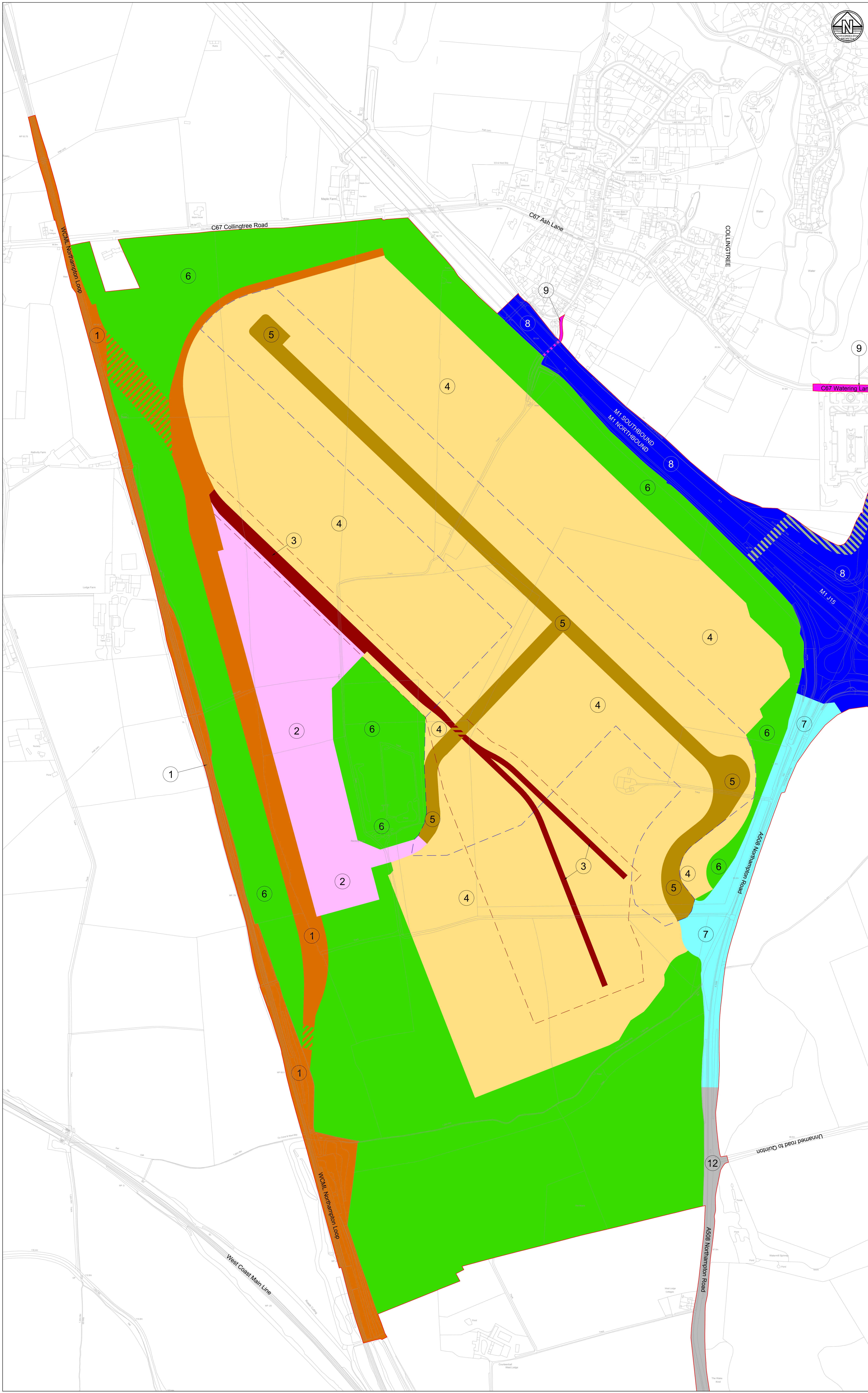
Drawing Title
WORKS PLANS SHEET 1 OF 6

Scale	1:2,500	Drawn	P. Goodyear
Size	A1	Reviewed	S. Hilditch
Regulation	5(2) (j)	Document	2.2A

Drawing Status
SUBMISSION

Drawing No. NGW-BWB-LSI-01-DR-C-00161	Revision P10
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Cutline B - See Sheet 3 Document 2.2C



Legend

WORKS No. REFERENCE

- WORKS No. 1
- WORKS No. 2
- WORKS No. 3
- WORKS No. 4
- WORKS No. 5
- WORKS No. 6
- WORKS No. 7
- WORKS No. 8
- WORKS No. 9
- WORKS No. 10 AND WORKS No. 8
- WORKS No. 10
- WORKS No. 11
- WORKS No. 12
- WORKS No. 13
- WORKS No. 14
- WORKS No. 15
- WORKS No. 16
- WORKS No. 17

ORDER LIMITS

X WORKS NUMBER, REFER TO SCHEDULE 1 OF THE DEVELOPMENT CONSENT ORDER

NOTES

- WORK NO. AREAS ARE DESCRIBED IN SCHEDULE 1 OF THE DEVELOPMENT CONSENT ORDER.
- THE LEGEND IS IDENTICAL ON ALL SHEETS OF THE WORKS PLANS AND THEREFORE NOT ALL ITEMS DETAILED IN THE LEGEND ARE REPRESENTED ON EACH SHEET.
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0 50 100 150 200
SCALE: METRES

Rev	Date	Details of issue / revision	SRH	Rev
P5	08.02.10	Works 1 amended	SRH	
P4	01.05.18	Issued for submission	PG	SRH
P3	27.04.18	Updated for final review	PG	SRH
P2	27.03.18	Works 1 & 6 boundary amended	SRH	SRH
P1	07.03.18	Preliminary Issue	SRH	SRH
Rev	Date	Details of issue / revision	SRH	Rev

ISSUES & REVISIONS

ROXHILL

NORTHAMPTON GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

THE NORTHAMPTON GATEWAY RAIL FREIGHT INTERCHANGE ORDER 201X

Drawing Title
WORKS PLANS MAIN SITE COMPOSITE

Scale	1:2,500	Drawn	S. Hilditch
Size	A0	Reviewed	S. Hilditch
Regulation	5(2) (j)	Document	2.2G

Drawing Status
SUBMISSION

Drawing No.	NGW-BWB-LSI-XX-DR-C-00167	Revision	P5
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