

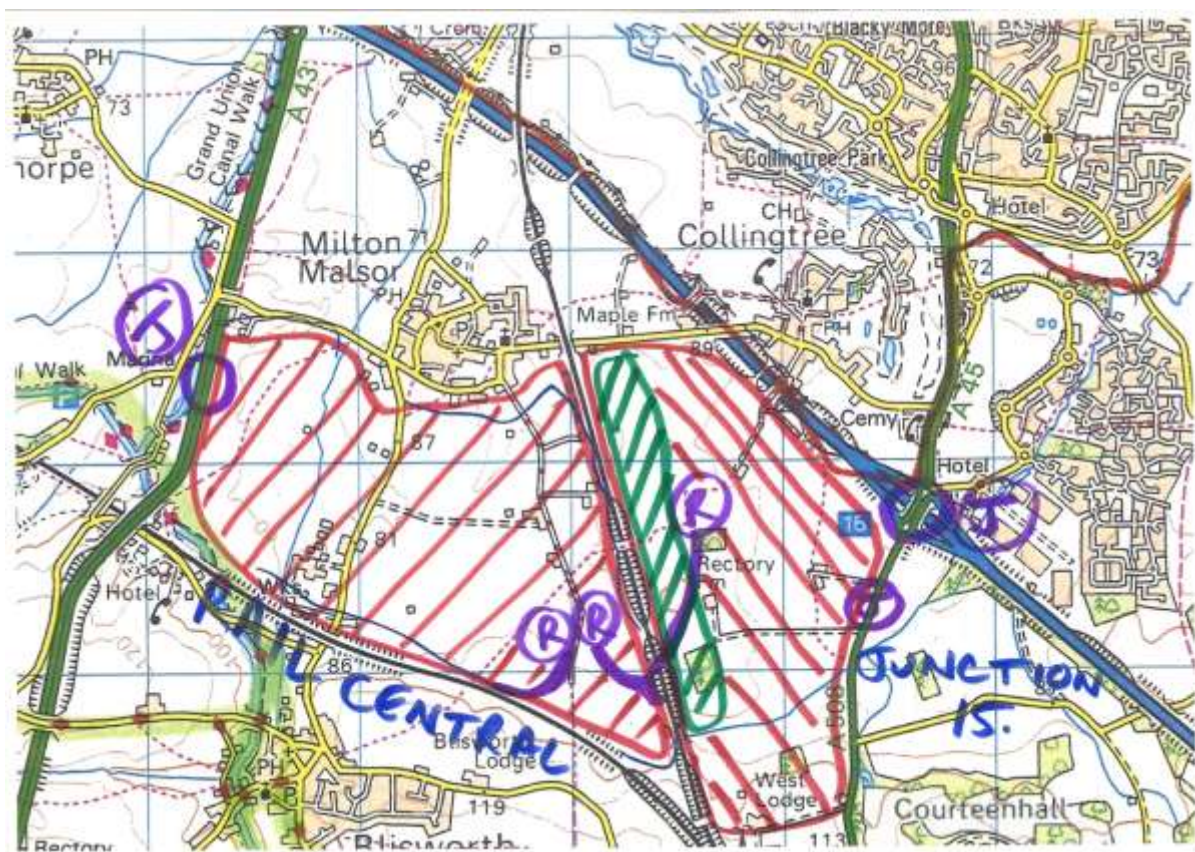
The Rail Central and Junction 15 developments compared

Rail Central proposal

- Pursuing development using NSIP route, under which SNC is just a consultee, not the determining authority. Applicant playing lip-service to working with SNC.
- Rail based facility off the Northampton loop and West Coast mainline. B8 facility – with approximately 5million ft2 of development.
- Multiple land owners. CPO powers vested in an NSIP would need to be used.
- Considerable community concern from Milton Malsor & Blisworth.
- Very high eaves to the warehouses, close to settlement edge at Milton Malsor, more limited impact on Blisworth village, but high visual impact on setting of Blisworth and lane to A508.
- Prominent in landscape, with wide visual impact.
- Grade separated junction proposed off A43 at Gayton, junction known to be of concern to Highways England due to anticipated stacking effect onto A43 which may impact on Junction 15A.
- Scoping opinion response made by SNC to PINS

Legend for map

- J = Junction. R = Rail link. Red shaded = Proposed development area. Green shaded = Proposed earth bund at Junction 15 site.



Junction 15 proposal

- Pursuing development using NSIP route, under which SNC is just a consultee, not the determining authority. But, SNC may be able to publicly support this revised proposal. Applicant keen to work with SNC in shaping their proposal. All land in single ownership
- B8 logistics (5 million ft2 net development) and rail based facility off Northampton loop with very good Motorway access onto M1. Impacts onto A508 can be minimised.
- Intend to pay for improved Motorway access at J15 with Highways England support.
- Contained site, extensive screening and hillocks on westward side acting as screen to Blisworth & Milton Malsor. Motorway acts as buffer to Collingtree.
- Propose to include a 100m bund, circa 15 – 20m high enough to screen site from Milton Malsor, potentially gifted to SNC. In addition to the natural land forms.
- All site surveys are complete from the Howdens application; working on site layouts.
- Stands to knock out Rail Central; but we need to test this. Least-worst option compared to Rail Central, with less visual impacts.

Key views

View south from Milton Malsor towards Rail Central site showing open aspect.



View north west from Blisworth lane to A508 towards Rail Central site showing open aspect beyond West Coast Mainline in foreground.



View east from Milton Malsor towards Junction 15 site showing Northampton loop and rising land and hillocks acting as natural screening for the village.



View north east from Blisworth lane to A508 towards Junction 15 site, showing hillocks and established screening beyond Northampton Loop.



Action

The SNC Planning Policy team are to commission Dave Newland to undertake a landscape assessment of the two sites to more fully understand their context and setting.

The SNC Economic Growth Team have commissioned a Logistics study to understand sector changes.

Adrian Colwell
Head of Strategic Planning and the Economy
29th May 2016.