

PLANNING COMMITTEE:	21 st November 2017
DIRECTORATE:	Regeneration, Enterprise and Planning
HEAD OF PLANNING:	Peter Baguley
APPLICATION REF:	N/2017/1312
LOCATION:	Land to the west of Junction 15 of M1 motorway, Northamptonshire
DESCRIPTION:	Proposals for a rail freight interchange (including warehousing) and associated highway works
WARD:	N/A
APPLICANT:	Roxhill (Junction 15) Ltd
AGENT:	Roxhill (Junction 15) Ltd
REFERRED BY:	Head of Planning
REASON:	Major Fringe Application
DEPARTURE:	No

APPLICATION FOR CONSULTATION BY ROXHILL (JUNCTION 15) LTD:

1. RECOMMENDATION

- 1.1 It is recommended that the Committee **AGREE** the proposed comments, as set out in Section 10 of this report, and they are to be submitted as the Council's response to the consultation of the proposed Strategic Rail Freight Interchange development.

2. PURPOSE OF THE REPORT

- 2.1 The purpose of the report is to obtain the Council's response to the pre-application consultation pursuant to Section 42 of the Planning Act 2008 and Regulation 11 of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2009, in regard to a proposal for the Northampton Gateway Strategic Rail Freight Interchange (SFRI), a Nationally Significant Infrastructure Project to be located to the south-west of the M1 and east of Milton Malsor. The site falls principally within South Northamptonshire District's administrative boundary.
- 2.2 The Council has been consulted by the developers, Roxhill (Junction 15) Ltd, as part of the Stage 2 Consultation Process in relation to the proposed development, which is the subject of a proposed application for a Development Consent Order.

3. THE PROPOSAL

- 3.1 The development proposals comprise:

- An intermodal freight terminal including container storage and HGV parking, rail sidings to serve individual warehouses, and with the capability to also provide a 'rapid rail freight' facility as part of the intermodal freight terminal;
- Up to 468,000 sq. m. GIA of warehousing and ancillary buildings, with additional floorspace provided in the form of mezzanines;
- New road infrastructure and works to existing road network, including the provision of a new access and associated works to the A508, a new bypass to the village of Roade, improvements to Junction 15 and to Junction 15A of the M1 motorway, the A45, and other improvements at junctions on the local highway network;
- Earthworks and demolition of existing structures on the SRFI site.

3.2 The consultation documents include an illustrative Masterplan, Parameters Plans, Highway Plans, a draft Environmental Statement and a draft Development Consent Order.

3.3 Details of the project and the application documents can be viewed on the Northampton Gateway website at: <http://www.northampton-gateway.co.uk/> and <http://www.northampton-gateway.co.uk/consultation.php>.

4. NATIONALLY SIGNIFICANT INFRASTRUCTURE PROJECTS APPLICATION PROCESS

4.1 The Planning Act 2008 introduced a new application process for categories of development that are identified as Nationally Significant Infrastructure Projects (NSP).

4.2 The Northampton Gateway proposals meet the definition of a NSP. This means rather than preparing a planning application for determination by the Local Planning Authority, the developer submits an application for a Development Consent Order for examination by the Planning Inspectorate before being determined by the Secretary of State for Transport.

4.3 The process is very much front-loaded with a statutory requirement on the developer to carry out extensive consultation on their proposals prior to submitting a formal application for development consent to the Planning Inspectorate.

4.4 Public consultation thus far has involved an initial consultation on the development proposals, Stage 1 Public Consultation, carried out in December 2016, including public consultation events, engagement with Parish Councils, newsletters, and an ongoing project website containing project information and contact details.

4.5 The pre-application process is now at Stage 2 Public Consultation being held from 9th October until 24th November 2017.

4.6 The developer is anticipating that an application for a development consent will be submitted to the Planning Inspectorate in the first quarter of 2018.

4.7 On submission of the application to the Planning Inspectorate, the Inspectorate has up to six months to carry out the examination. This is a formal process during which consideration is given to all the important and relevant matters, including the representations of all interested parties. Within three months of the examination, the Inspectorate must issue a recommendation to the Secretary of State for Transport. The Secretary of State then has a further three months to issue a decision on the proposal, following which there is a six week period for the submission of any legal challenges.

- 4.8 The Local Authority is a consultee in this process and is encouraged by the Planning Inspectorate to engage with the developers to influence the preparation of the application at pre-examination stage.
- 4.9 The role of the Local Planning Authority predominantly comprises:
- Consultee on the Scoping Opinion for the Environmental Statement.
 - Advise the developer on the Statement of Community Consultation (SoCC) setting out how the developer will consult the local community.
 - Involvement and preparation of a Statement of Common Ground with the developers and the submission of a Local Impact Report.
 - Commenting to the Planning Inspectorate on the adequacy of the applicant's pre-application consultation.
 - At pre-examination stage, the Local Authority are encouraged to submit a relevant representation including a summary of what they agree and/or disagree with in the application.
 - Interested parties will have the opportunity to submit a written representation during the examination stage which can elaborate on matters and attend the examination.
- 4.10 South Northamptonshire has been consulted directly by the developer and is preparing a response to the Stage 2 consultation.

5. SITE DESCRIPTION

- 5.1 The application site predominantly comprises arable farmland located to the south-west of the M1 motorway, south of Northampton and is contained to the west by the Northampton Loop railway, and to the east by the A508.
- 5.2 The majority of the site is situated in South Northamptonshire District, but adjacent to the boundary of Northampton Borough, with some of the proposed highway improvements located within the Borough north of the M1, as well as improvements to Junction 15 of the M1 itself.

6. PLANNING HISTORY

- 6.1 The site was put forward for consideration as a strategic employment site as part of the consultation process for the West Northamptonshire Joint Core Strategy. The site was considered unsuitable for allocation at the time by reason of being located in the open countryside away from the existing urban area, which would conflict with the desire to provide good linkages between existing and new communities; it was considered contrary to the aims of promoting sustainable transport modes; concern regarding impacts on access to the M1 at Junction 15 and the strategic highway network; and the site was detached from the urban area and would represent a substantial extension of urban development into open countryside with potential impacts on landscape character.

7. PLANNING POLICY

7.1 National Policy Statement for National Networks (NPS)

The NPS sets out the need and government policies for nationally significant infrastructure rail and road projects for England.

The policy sets out a vision for the delivery of national networks that meet the country's long-term needs; supporting a prosperous and competitive economy and improving overall quality of life, as part of a wider transport system.

Paragraph 2.37 advises, in the short to medium term, the Government's policy is to improve the capacity, capability, reliability and resilience of the rail network at key locations for both passengers and freight movements to reflect growth and demand, and maintain or improve operational performance and facilitate modal shift from road to rail.

Paragraph 2.40 recognises that modal shift from road and aviation to rail can help reduce transport's carbon emissions, as well as providing wider transport and economic benefits.

Paragraph 2.53 advises that the Government's vision for transport is for a low carbon sustainable transport system that is an engine for economic growth, but is also safer and improves the quality of life in our communities. It is important to facilitate the development of the intermodal rail freight industry. The transfer of freight from road to rail has an important part to play in a low carbon economy and in helping address climate change.

Paragraph 5.113 advises that the surface water drainage arrangements for any project should be such that the volumes and peak flow rates of surface water leaving the site are no greater than the rates prior to the proposed project, unless specific off-site arrangements are made and result in the same net effect.

7.2 National Planning Policy Framework (NPPF)

The NPPF has a presumption in favour of sustainable development.

Paragraph 17 seeks to proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure that the country needs; planning should respond positively to wider opportunities for growth; always seek to secure high quality design and a good standard of amenity for existing and future occupants; support the transition to a low carbon future; contribute to conserving and enhancing the natural environment and reducing pollution; actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable.

Section 1 advises on the Government's commitment to securing economic growth in order to create jobs and prosperity, advising that planning should encourage and not act as an impediment to economic growth.

Section 4 advises that encouragement should be given to solutions which support reductions in greenhouse gas emissions and reduce congestion.

Paragraph 31 advises that Local authorities should work with neighbouring authorities and transport providers to develop strategies for the provision of viable infrastructure necessary to support sustainable development, including large scale facilities such as rail freight interchanges.

Paragraph 32 requires all developments that generate significant amounts of movement to be supported by a Transport Statement or Transport Assessment; promotes the use of opportunities for sustainable transport modes to reduce the need for major transport infrastructure; and advises that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 35 encourages the use of sustainable transport modes for the movement of goods or people

Section 7 advises on the importance of good design as a key aspect of sustainable development.

Section 10 seeks to ensure new development takes account of climate change and flooding. Paragraph 103 advises that new development should ensure flood risk is not increased elsewhere.

Section 11 seeks to ensure the natural environment is conserved and enhanced, including consideration of the impacts of new development in relation to noise, air and light pollution.

Section 12 advises on the need to ensure heritage assets and their settings are conserved and enhanced.

7.3 **West Northamptonshire Joint Core Strategy (2014)**

The West Northamptonshire Joint Core Strategy (JCS) provides an up to date evidence base and considers the current Government requirements for plan making as it has been prepared in full conformity with the NPPF. Policies of particular relevance are:

The JCS sets out a number of Spatial Objectives which include:

- Ensuring new development promotes the use of sustainable travel modes.
- To strengthen and diversify West Northamptonshire's economy by taking advantage of our internationally well-placed location, strategic transport network and proximity to London and Birmingham.

Policy S1: The Distribution of Development – development will be concentrated primarily in and adjoining the principal urban area of Northampton.

Policy S7: Provision of Jobs – provision will be made for a minimum net increase of 28,500 jobs in the period 2008-2029.

Policy S8: Distribution of Jobs – the majority of new job growth will be concentrated within the principal urban area of Northampton.

Policy S10: Sustainable Development Principles – seeks to ensure development achieves, amongst other things, the highest standards of sustainable design; protects, conserves and enhances the natural and built environment and heritage assets and their settings; minimises pollution from noise, air and run-off.

Policy S11: Low Carbon and Renewable Energy – major development should contribute to reductions in carbon emissions and adapt to the effects of climate change. All new non-residential developments over 500m² gross internal floorspace should achieve a minimum rating of at least BREEAM very good standard or equivalent, subject to viability.

Policy C2: New Developments – new development will be expected to achieve the modal shift targets by maximising travel choice from non-car modes.

Policy C3: Strategic Connections – the priorities to retain and enhance West Northamptonshire's Strategic connections for economic advantage are to work in partnership with, and support the relevant transport providers in order to secure the introduction of additional rail services to the wider north west for passenger and freight movements along the M6 corridor to relieve congestion on the road network.

Policy BN5: The Historic Environment and Landscape – heritage assets and their settings will be conserved and enhanced.

Policy BN7: Flood Risk – new development proposals will need to demonstrate that there is no increased risk of flooding to existing properties and is (or can be) safe and shall seek to improve existing flood risk management.

Policy BN9: Planning for Pollution Control – development proposals likely to cause pollution or result in exposure to pollution or risks to safety will need to demonstrate that they provide opportunities to minimise and where possible reduce pollution.

Policy INF2: Contributions to Infrastructure Requirements – new development should provide the necessary on and off-site infrastructure that is required to support it and mitigate its impact.

8. CONSULTATIONS/ REPRESENTATIONS

- 8.1 **Environmental Health** has been approached directly by the developer's consultants to discuss relevant issues relating to the development proposal such as air quality, noise and lighting. Discussions will be ongoing to inform the Statement of Common Ground.
- 8.2 Comments from the **Conservation Officer** will be reported on the Addendum to this agenda.
- 8.3 Consultees such as the **Local Highway Authority, Highways England** and the **Environment Agency** have been consulted by and will respond directly to the developer.
- 8.4 The consultation process requires members of the public and interested parties to direct comments to the developer, and not to the Local Authority. Any comments received by the Local Authority would be forwarded to the developer for consideration.

9. APPRAISAL

- 9.1 In respect of this consultation, consideration should be given to the impacts arising from the development on Northampton Borough.
- 9.2 The Council issued a Screening Opinion to the Planning Inspectorate on 23rd November 2016 requesting consideration of the following issues:

Transport

- 9.3 The draft ES advises the proposed development will provide improved road access, improvements to public transport services, and improved facilities for pedestrians and cyclists and considers impacts on the M1 Junction 15, A45 between M1 junction and Queen Eleanor Interchange; M1 Junction 15A; A508 between M1 Junction 15 and A5; and Knock Lane/Blisworth Road.
- 9.4 The draft ES advises that the proposed package of highway improvements are shown to provide betterment to the adjacent highway network, providing reduction in driver delay, improved journey times, and draw existing background traffic onto the principal road network away from local roads and surrounding villages.
- 9.5 The proposed highway mitigation strategy comprise:
 - Construction of a new roundabout on the A508 Northampton Road to serve as access to the development, configured to require all departing HGVs to travel north to M1 Junction 15;
 - Dualling of the A508 carriageway between the new site access roundabout and M1 Junction 15;
 - Significant enlargement and reconfiguration of M1 Junction 15;

- Widening of the A45 to the north of M1 Junction 15 and the signalisation of the Watering Lane junction;
 - Alteration of M1 Junction 15A to provide an additional lane and signalised on the A43 northbound approach, an additional lane on the A5123 south bound approach and circulatory carriageway widening;
 - A financial contribution towards a larger capacity improvement scheme at the A45 Queen Eleanor Interchange;
 - Construction of a new Bypass west of Roade between the A508 Northampton Road to the north of Roade and the A508 Stratford Road to the south of Roade.
- 9.6 The development will have direct impacts on the existing road network including J15 and J15A of the M1 and the A45 within the Borough. The Highway Authority has been consulted directly on the development proposals and discussions are ongoing.
- 9.7 In considering the impacts of the development proposal account should be taken of the cumulative impacts of the development proposal alongside existing committed development and allocated sites within the JCS. In particular the cumulative impacts of allocated Sustainable Urban Extensions (SUEs) at Northampton South SUE (Collingtree), Land South of Brackmills SUE (Hardingstone), Daventry International Rail Freight Terminal (DIRFT) and proposals for Rail Central.
- 9.8 The mitigation measures proposed include a financial contribution towards a larger capacity improvement scheme at the A45 Queen Eleanor Interchange and the M1 Junction 15. Clarification will be requested from the developers in consultation with the relevant highway authorities, as to how this would fit in with existing planned improvements to these interchanges, particularly in association with the proposed SUE developments at Collingtree and Hardingstone, and the proposed mechanism for securing financial contributions.
- 9.9 The consultation documents include a Draft Rail Capacity Report, the conclusions of which, advise that both the Department for Transport (DfT) and Network Rail expect intermodal traffic to grow considerably over the next 30 years, and that it will at least double in volume in that period. It is expected that new SRFI capacity will be a key facilitator of this growth, and both DfT and Network Rail are confident that existing or currently planned route capacity will support this level of growth.
- 9.10 The submitted details indicate that it is the developer's intention that the scheme would deliver a rail terminal in advance of first occupation of any building. The timing of the delivery of the rail terminal and ensuring appropriate rail network capacity is available is vital to ensure appropriate mitigation in respect of highway, noise and air quality impacts and impact on surrounding amenity, and to ensure that the relevant infrastructure is in place for the associated warehousing.
- 9.11 The development proposals will be required to have regard to Northamptonshire County Council Parking Standards (2016).

Noise

- 9.12 The draft ES identifies that the proposed development has the potential to generate noise during the construction phase and associated highway improvements; from the SRFI traffic travelling on the roads within the main site boundary; the additional freight trains travelling on the Northampton Loop rail line and associated freight train activity such as manoeuvring and loading/unloading; heavy goods vehicles and other operational activity such as manoeuvring and loading and unloading at the proposed warehouses and rail freight terminal; and mechanical services plant associated with the proposed warehousing.

- 9.13 The submitted details indicate an extensive landscape bund/ buffer between the development site and the M1.
- 9.14 The nearest receptor within Northampton Borough is Collingtree village located to the north of the proposed site beyond the M1. In addition to the existing village, outline consent for further residential development of up to 1,000 dwellings incorporating a mixed use local centre, primary school, open space and an extension of the existing golf course to the west of Collingtree (Northampton South SUE) was allowed at appeal. The noise impacts of the development proposal both during construction and operation, and the potential for noise deflection from proposed buildings, will therefore need to be considered in relation to these receptors, and the requirement for an appropriate Construction and Environmental Management Plan to ensure any impacts during construction are satisfactorily mitigated.
- 9.15 The draft ES advises that work is still ongoing with regard to the likely construction noise and vibration effects and finalising the likely effects of operational noise. Discussions with Environmental Health and the developer will continue as part of the ongoing process to produce the Statement of Common Ground and the Local Impact Report.

Air Quality

- 9.16 An Air Quality Management Area (AQMA) is located along the M1 corridor which bounds the north eastern boundary of the proposed site and along the A45, with further AQMAs in the centre of Northampton. The draft Environmental Statement includes an initial assessment of potential impact on air quality, also taking into account development proposals for the Rail Central Development on land directly to the west of the site.
- 9.17 The submitted ES advises that the SRFI is expected to have wide reaching effects in traffic movements affecting wider parts of the UK as a result of the transfer of freight from rail to road. It is estimated that the scheme will lead to an overall reduction of heavy goods vehicle use on UK roads of 93,000,000 miles per annum.
- 9.18 Whilst the development proposal has the potential to reduce the wider circulation of heavy goods vehicles, there is the potential to impact on air quality during the construction phase and operation phase in the local area.
- 9.19 The proposed development will result in an increase in traffic on the local road network at operational stage. The ES anticipates a 'Slight Adverse' impact on air quality locally, but with an overall anticipated 'Minor to Major Beneficial' impact on air quality at regional and national scale, as a result of the transfer of freight from road to rail. The draft ES concludes that the development is predicted to have a 'Minor Adverse' effect on annual mean NO₂ concentrations as some receptors in the immediate local area, such as Collingtree.
- 9.20 The scale of development proposed would inevitably have impacts on air quality locally, and appropriate mitigation should be sought. Discussions are ongoing between the developers and Environmental Health Officers from both Authorities in order to inform the final ES and the preparation of the Statement of Common Ground and the Local Impact Report.

Lighting

- 9.21 The development proposals have the potential to impact in respect of light pollution during the construction and operational phases on the nearest receptors at Collingtree, including the proposed Northampton South SUE.
- 9.22 The submitted landscaping strategy includes proposals for an extensive earthwork bund and tree planting around the western, northern and eastern boundaries of the site in order to mitigate

potential impacts. A Construction and Environmental Management Plan is envisaged to manage the potential impacts of light pollution during construction.

- 9.23 As with the other environmental considerations above, discussions are ongoing with Environmental Health regarding the proposed impacts and appropriate mitigation.

Landscape and Impact on Heritage Assets

- 9.24 The very nature of the scale of the development proposed will lead to significant changes in the character of the landscape from one dominated by arable farmland and woodland to one dominated by large scale employment units, rail infrastructure and associated infrastructure which will be permanent and irreversible.
- 9.25 The proposal will include significant earthworks. The existing landform and slopes within the main site fall from the west and north towards J15 of the M1. The proposed construction will 're-model' this underlying landform to create a series of generally flat plateaus for the proposed employment buildings, areas of hardstanding and parking, and the rail intermodal area. The development proposals include substantial perimeter mounding and landscaping around these areas, particularly to the north, west and east of the site to enclose the built development components. At the northernmost extent of the main site, close to the south of Collingtree Road, the built development plateau will be formed at up to around 8-10m below existing levels.
- 9.26 The draft ES advises that views from Collingtree towards the proposed development will be limited to a very small proportion of properties principally on the western side of the settlement. Views will however be of the eastern perimeter mounding and associated landscape along the north eastern boundary of the site and upper parts of the nearest building units. The draft ES advises that views will Minor/Moderate Adverse upon completion of the proposed development.
- 9.27 The red outline site includes part of the A45 corridor to the north of J15 of the M1 which comprises an area of mature scrubland and trees. The draft ES advises that areas of existing roadside planting and trees will be removed in association with highway works associated with the M1 motorway and the A45, but following construction, the appearance of these existing landscaped corridors will not change significantly.
- 9.28 Views of the development site are likely to be apparent during the construction phase, but with the extent of bunding and landscaping proposed in the long term impacts on views from Collingtree and the proposed SUE are likely to be more limited and viewed in the context of existing planting alongside the M1.
- 9.29 Collingtree Conservation Area is situated to the north of the development site extending up to the M1 motorway. The draft ES considers the cumulative impact identifies that the proposed development will result in a negligible adverse significant effect on Collingtree Conservation Area, and no impact on the Grade II* listed Church of St. Columbia situated within the village. A Built Heritage Statement will be submitted as part of the application. The Conservation Officer has been consulted, the comments of whom will be reported on the addendum to this agenda.
- 9.30 The County Archaeologist and Historic England have been consulted independently, the comments of whom will be directed to the developer.

Employment

- 9.31 The submitted details anticipate that the completed development in operation could directly support 7,544 full time equivalent jobs. The socio-economic assessment of the ES concludes that around 60% of Travel to Work trips will originate from within the Northampton area. 90% of these jobs are likely to be taken by people within the core 'study area' for the analysis of

Northampton Borough, Daventry District Council, Wellingborough, Kettering and Milton Keynes, with only 10% from further afield.

- 9.32 The socio-economic assessment undertaken indicates that the Gross Value Added within this area is estimated to be in the order of £348 million annually.
- 9.33 The proposal would contribute significantly to the provision of the jobs within the locality contributing towards the required provision of 28,500 jobs as identified in the JCS for the period 2008-2029 and are broadly consistent with the priority of the East Midlands Strategic Economic Plan to deliver increased levels of private sector investment.

Flood Risk and Drainage

- 9.34 The site lies within Flood Zone 1 (low probability, having less than 1 in 1,000 annual probability of river or sea flooding). Anglian Water has advised the developer that there are two water mains within the main site which will require a total easement of 3m either side of the centre line.
- 9.35 The draft ES describes the main site as a greenfield site generally comprising of arable land and grazing land, essentially subject to pluvial runoff into localised watercourses with limited infiltration via land drainage features. Nearest watercourses are tributaries of the Wootton Brook located on the southern part of the Main Site, flowing from south to north, passing under the A508 and an unnamed watercourse which cross the proposed bypass corridor.
- 9.36 Proposals to mitigate flood risk to the main site involve raising land around the new site access roundabout and adjacent to the A508 to impound water within the boundary, and form floodplain compensation areas adjacent to the existing channel of the Courteenhall Brook (on the southern side). The drainage strategy being proposed would comprise of a network of new dry detention basins or permanently wet ponds designed to attenuate surface water flows to an equivalent greenfield runoff rate. The majority would be located around the southern edge of the site adjacent to Courteenhall Brook, with a northern basin serving an area draining to Collingtree. Surface water would be fed to these basins from across the site via a network of new pipes and ditches. This would have the effect of removing areas proposed for development from the floodplain, and also reduce pass forward flows downstream of the M1 in the event of extreme flood events.
- 9.37 The draft ES advises that the proposed highway works are not considered to be likely to have any major impacts on flood risk. A temporary surface water management system will be put in place during construction to mitigate the potential detrimental impacts, which would include ditches and ponds to provide on-site attenuation.
- 9.38 The details of the drainage strategy for the site are still being developed in order to be agreed in principle with the relevant bodies, however, it is intended to use SUDs to provide betterment, which are intended to have a beneficial impact upon flood risk, particularly at Wootton Brook, and therefore upon Collingtree village.

Cumulative Impact

- 9.39 The Council's Scoping Opinion issued in November 2016 advised that the cumulative impacts of the Northampton South SUE (Collingtree), Land South of Brackmills SUE (Hardingstone), and the Daventry International Rail Freight Terminal (DIRFT) should be taken into account when considering the cumulative impacts of the proposal. In addition, development proposals for Rail Central should be considered.

10. CONCLUSION

- 10.1 The proposed scheme is in line with the Government's objectives and long term vision for a low carbon sustainable transport system for economic growth and the promotion of a transfer of freight from road to rail. The development would make a valuable contribution towards the economic growth of Northampton and the provision of jobs. Notwithstanding this, a development of such magnitude will inevitably have impacts and appropriate and proportionate mitigation should be sought.
- 10.2 In considering the impacts of the development proposal, particularly in regard to transport, air quality, noise and light pollution impacts, account should be taken of the cumulative impacts of the development proposal alongside existing committed development and allocated sites within the JCS. In particular the cumulative impacts of allocated Sustainable Urban Extensions (SUEs) at Northampton South SUE (Collingtree), Land South of Brackmills SUE (Hardingstone), Daventry International Rail Freight Terminal (DIRFT) and proposals for Rail Central. Appropriate mitigation should be sought in respect of these impacts to ensure the impacts of the development within Northampton Borough are appropriately managed.
- 10.3 The mitigation measures proposed include a financial contribution towards a larger capacity improvement scheme at the A45 Queen Eleanor Interchange and the M1 Junction 15. Clarification is requested from the developers in consultation with the relevant highway authorities, as to how this would fit in with existing planned improvements to these interchanges, particularly in association with the proposed SUE developments at Collingtree and Hardingstone, and the proposed mechanism for securing financial contributions.
- 10.4 The submitted details indicate that it is the developer's intention that the scheme would deliver a rail terminal in advance of first occupation of any building. The timing of the delivery of the rail terminal and ensuring appropriate rail network capacity is available is vital to ensure appropriate mitigation in respect of highway, noise and air quality impacts and impact on surrounding amenity, and to ensure that the relevant infrastructure is in place for the associated warehousing.
- 10.5 The development proposals will be required to have regard to Northamptonshire County Council Parking Standards (2016).
- 10.6 The nearest receptor within Northampton Borough is Collingtree village located to the north of the proposed site beyond the M1. In addition to the existing village, outline consent for further residential development of up to 1,000 dwellings incorporating a mixed use local centre, primary school, open space and an extension of the existing golf course to the west of Collingtree (Northampton South SUE) was allowed at appeal. The noise impacts of the development proposal both during construction and operation, and the potential for noise deflection from proposed buildings, will therefore need to be considered in relation to these receptors, and the requirement for an appropriate Construction and Environmental Management Plan to ensure any impacts during construction are satisfactorily mitigated.
- 10.7 Provision should be made for the early implementation of proposed areas of bunding and landscaping, and subsequent maintenance, to ensure the proposed mitigation for the visual impacts of the development are achieved at an early stage.
- 10.8 Policy S11 of the JCS requires that major development should contribute to reductions in carbon emissions and adapt to the effects of climate change. The development should seek to achieve a minimum rating of at least BREEAM very good standard or equivalent.
- 10.9 Appropriate measures should be put in place to ensure there is no increased risk of flooding in the area and appropriate drainage mitigation and ongoing maintenance is in place both during the construction and operational phases of the development.

11. BACKGROUND PAPERS

11.1 N/2017/1312.

12. LEGAL IMPLICATIONS

12.1 None.

13. SUMMARY AND LINKS TO CORPORATE PLAN

13.1 In reaching the attached recommendations regard has been given to securing the objectives, visions and priorities outlined in the Corporate Plan together with those of associated Frameworks and Strategies.