



Rail Central

Northamptonshire

Roade Parish Council briefing
21 April 2017

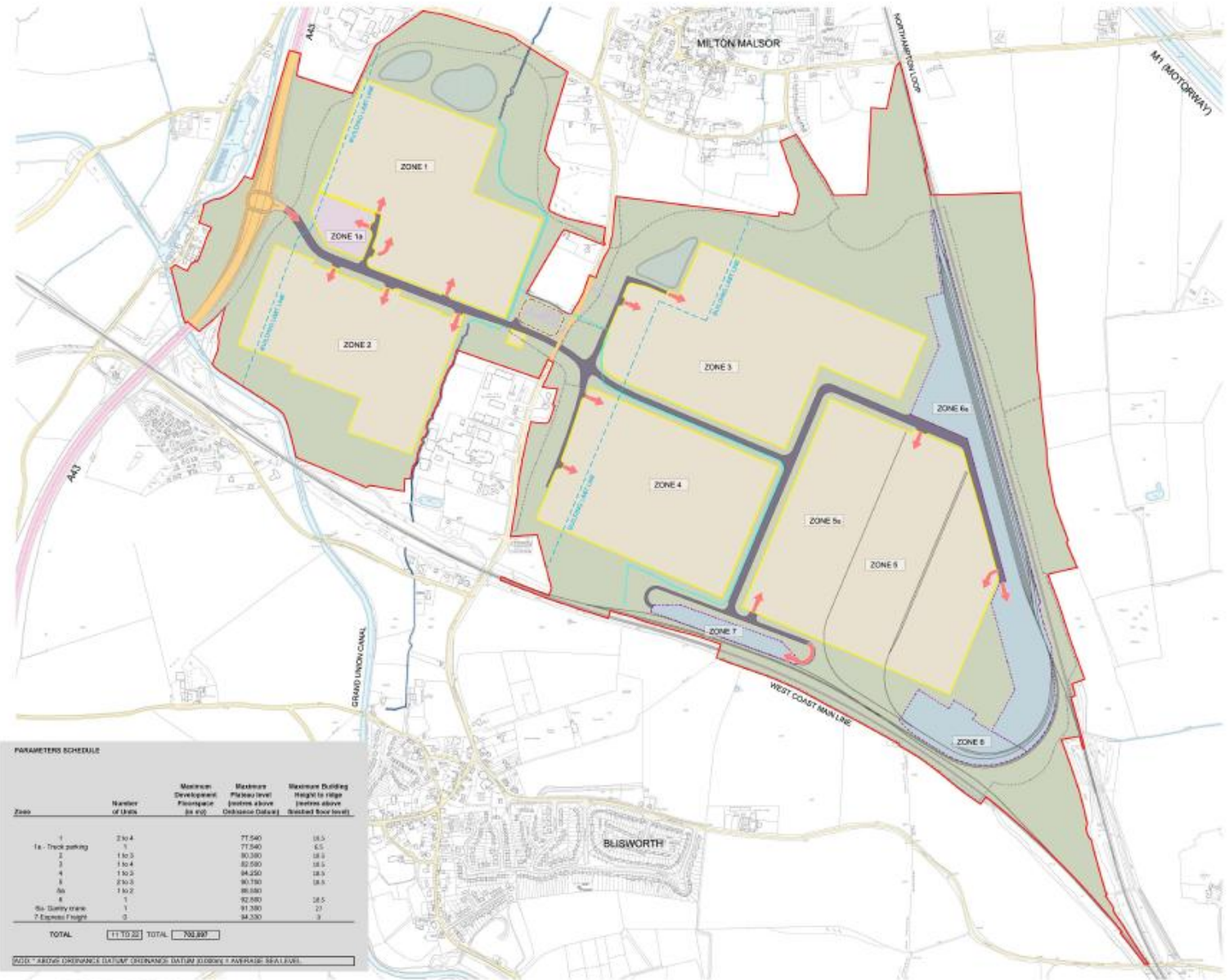
What is Rail Central?

- A Strategic Rail Freight Interchange (SRFI)
- A response to increasing consumer demands for wider product choice and faster deliveries
- A response to industry demands for fast, efficient and sustainable supply chains
- A response to Government policy for expansion of rail freight, to help decarbonise transport, address global climate change and reduce long-distance lorry traffic
- An opportunity to underpin South Northamptonshire's economy inc. 8,000 jobs
- A significant inward investment opportunity
- A planning proposal being developed for submission later this year

What is an SRFI? – Government definition

“A Strategic Rail Freight Interchange (SRFI) is a large multi-purpose rail freight interchange and distribution centre linked into both the rail and trunk road system. It has rail-connected warehousing and container handling facilities and may also include manufacturing and processing activities.”

National Planning Statement for National Networks (NPS NN), 2014



PARAMETERS SCHEDULE

Zone	Number of Units	Maximum Development Floorpace (sq. eq.)	Maximum Plot Area level (metres above Ordnance Datum)	Maximum Building Height to ridge (metres above finished floor level)
1	2 to 4		77.540	18.5
1a - Truck parking	1		77.540	6.5
2	1 to 5		80.280	18.5
3	1 to 4		83.020	18.5
4	1 to 2		84.250	18.5
5	2 to 3		80.780	18.5
5a	1 to 2		80.040	18.5
6	1		92.680	28.5
6a - Garage/truck	1		91.380	27
7 Express Freight	0		84.330	9
TOTAL	11 to 22	TOTAL	792.897	

NOTE: * ABOVE ORDINANCE DATUM (ORDNANCE DATUM ELEVATION + PARKING DECK LEVEL)

New dedicated access via A43



Draft illustrative masterplan



- KEY**
- 1 NEW A43 INTERCHANGE
 - 2 FLOOD ATTENUATION
 - 3 DIVERTED WATERCOURSE
 - 4 LANDSCAPED BUNDS
 - 5 STORAGE AND DISTRIBUTION WAREHOUSE
 - 6 RAIL SERVED STORAGE AND DISTRIBUTION WAREHOUSE
 - 7 RAIL MAINTENANCE DEPOT
 - 8 EXPRESS FREIGHT PLATFORM
 - 9 ACCESS ROAD UNDERPASS
 - 10 LANDSCAPE SCREENS
 - 11 LORRY PARK

What's special about Rail Central?

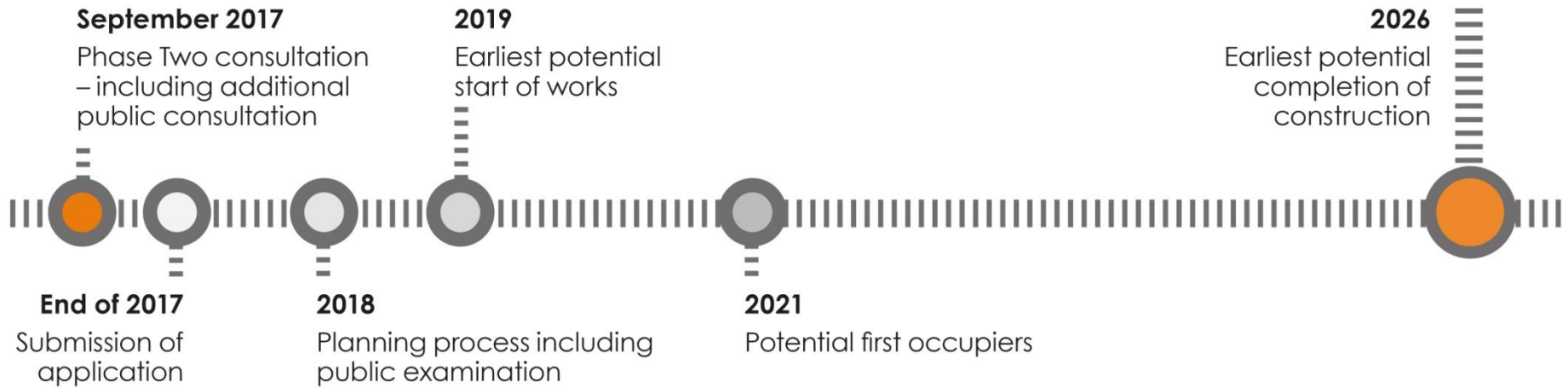
- A national distribution hub, linking deep-sea ports and land-bridge services to mainland Europe and China with the rest of Britain
- The only SRFI capable of access to two separate main line routes, both with electrification and enough headroom for tall containers
- The only SRFI offering a complete suite of rail freight interchange facilities (intermodal, conventional and express) with main line access optimised for both express (WCML) and standard speed freight trains
- The only SRFI capable of handling and maintaining freight trains, reducing the need for empty train movements to and from the main line
- Track layout alongside main line allows trains to serve the site en route to/from other SRFI, increasing opportunities for joint working

- Consulting in line with an agreed SoCC
- Formal Phase One started 28 April and ended 21 October 2016
- 8 public exhibitions attended by approximately 1,000 people
- Local Liaison Group established
- Approximately 300 submitted pieces of feedback
- Variety of issues and themes
- Design continues to evolve – some important changes made
- Further public exhibitions as part of Phase Two – from September
- Consultation informs both scheme design and mitigation

What we've been doing since Phase 1

- Developing all supporting technical studies and assessments
- Preparing the draft Environmental Statement
- Assessing feedback and taking it into the design process
- Highways modelling with the new Northants CC model
- Refining Rail design inc access points and layout
- Developing our Landscape and ecological mitigation strategy
- Community Benefits programme
- **All activities that feed into the Phase 2 consultation**

Timeline



Rail Central



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