



# DIRFT IV VISION STATEMENT

DECEMBER 2021

THE UK'S LEADING RAIL-SERVED  
LOGISTICS PARK

[PROLOGIS.CO.UK/DIRFT](https://prologis.co.uk/dirft)



DIRFT is recognised as the most successful intermodal logistics park in the UK and is integral to the national economy. Its excellent location adjacent to the heart of the UK's strategic road and rail network make it an unrivalled opportunity to accommodate future growth and needs in the logistics sector. Fundamentally, land to the east of the M1 is the optimum location to expand DIRFT – its interconnectivity with the existing estate offers real benefits in terms of delivering a sustainable expansion that would not adversely impact the surrounding area and local community."

**Robin Woodbridge**

Head of Capital  
Deployment UK



In conversation  
with Robin

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# EXECUTIVE SUMMARY

This document sets out the spatial vision for land to the east of the M1 which is being promoted as an expansion to Prologis RFI DIRFT ('DIRFT') through the emerging West Northamptonshire Spatial Plan.

## THE OPPORTUNITY

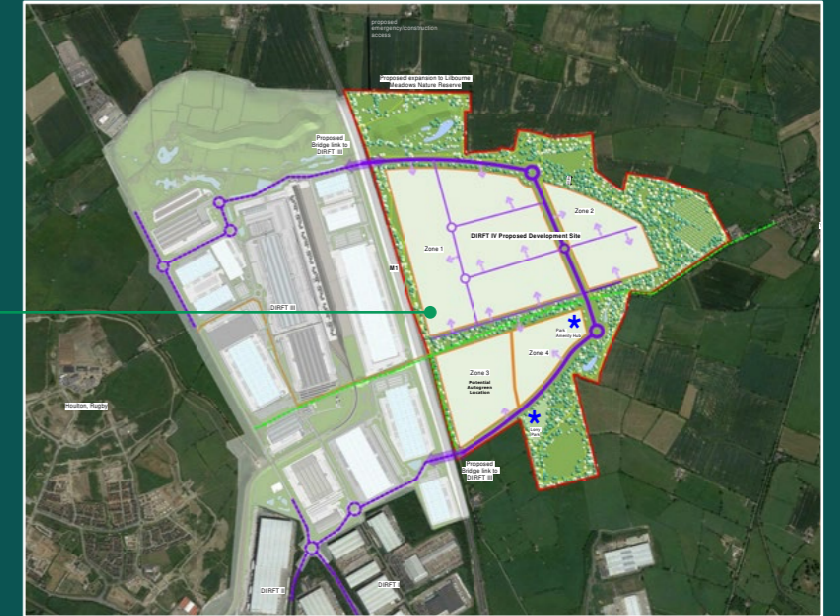
The site represents a unique and exciting opportunity to deliver an expansion to DIRFT, the UK's leading inland rail freight distribution scheme.

DIRFT is located at the heart of the Golden Triangle of Logistics which is the most strategically important location for logistics operations in the UK. DIRFT plays a vital economic development role in the logistics and distribution sector. Its location relative to key national road and rail networks ensures that occupiers can respond to demand efficiently and quickly to move goods across the wider UK. The proposed expansion of DIRFT ('DIRFT IV') on land to the east of the M1 would capitalise on links to the strategic motorway network and West Coast Main Line via the existing private estate – these benefits can only be delivered by Prologis, in this location.

DIRFT IV represents an unrivalled opportunity to assist West Northamptonshire Council in achieving its economic growth ambitions and meet the identified need for new high-quality logistics floorspace over the extended plan period to 2050.

Prologis has the experience, drive and capability to deliver this project and is the only party that could achieve integration with existing facilities at DIRFT in order to create a truly sustainable strategic storage and distribution development.

## PROPOSED EXPANSION TO PROLOGIS RFI DIRFT



### UP TO 7,989 JOBS

Up to 6,193 FTE direct operational jobs and up to 1,796 indirect FTE jobs supported locally.

**£13.1m** Annual business rates on completion.

**£274m** GVA per annum.

### UNIQUE TRAINING OPPORTUNITIES



Including access to the Prologis Warehousing and Logistics Training Programme (PWLTP).

### INTERCONNECTIVITY WITH THE EXISTING DIRFT ESTATE



- Private road connection to three intermodal rail freight terminals.
- Prologis PARKlife™ initiative.
- The Hub at DIRFT.

### PROVISION OF NEW FACILITIES ON SITE



Including a central hub building and Lorry Park.

### BIODIVERSITY

Substantial opportunities to enhance biodiversity and provision of high-quality multi-functional green spaces, including an expansion of Lilbourne Meadows.



## THE BENEFITS



## ABOUT PROLOGIS

Prologis is the leading global provider of distribution facilities and services. By bringing a dramatic new vision to logistics development, Prologis has built the first and largest global network of distribution facilities, enabling companies to streamline critical supply chain operations.



Since entering Europe in 1997, Prologis has expanded its presence in strategic distribution markets into 13 countries. This rapid growth is directly linked to customer demand throughout the region, creating a distribution network that serves some of Europe's largest and most dynamic manufacturers, retailers and third-party logistics providers.

Within the UK, Prologis has around £5.2 billion of assets under management, located on 22 Prologis Parks. Prologis' logistics buildings in the UK see the equivalent of 2.6 per cent of UK GDP flowing through them each year.

As a developer, Prologis makes more than industrial logistics buildings. Prologis has committed to achieving 100% carbon-neutral construction globally by 2025 and was recently awarded the inaugural Terra Carta Seal at the COP26 summit by HRH The Prince of Wales, in recognition of its commitment to, and momentum towards, the creation of genuinely sustainable markets. Prologis was the only property company to receive this award.

Within the UK specifically, Prologis intends to invest £1.5bn over the next three years to develop net zero carbon warehouses across London, the south east and Midlands.

Prologis puts people at the very centre of its approach, helping to create a sense of place and belonging. The importance of providing the very best spaces and places in which to work is not underestimated by Prologis and it places great emphasis on sustainability, health and wellbeing in the design, delivery and operation of its developments.

# ABOUT DIRFT

The Daventry International Rail Freight Terminal (DIRFT) is Prologis' second largest project worldwide and a nationally significant Strategic Rail Freight Interchange (SRFI). The DIRFT estate comprises three phases of development located on adjoining parcels of land between the A5, A428 and M1.

DIRFT opened in 1997 and was the first private sector rail freight interchange developed in the UK. The original planning permission for DIRFT I provided for approximately 390,000 sq m of rail-linked and rail-related warehouse and distribution buildings. DIRFT II comprises circa 209,000 sq m of additional rail-linked warehouse and distribution buildings.

DIRFT III is the subject of a Development Consent Order (DCO) which came into force on 24th July 2014. Work is ongoing on site and, once fully operational, it will provide an additional 731,000 sq m of new rail-served storage and distribution floorspace, a new intermodal rail freight terminal and a 300-space Lorry Park.

It also includes a 70 hectares nature reserve known as Lilbourne Meadows which will create a landscape that enhances the biodiversity of the area and bring lasting benefit to the local community.

Prologis DIRFT is the UK's premier logistics park due to its optimum location for warehousing and logistics in the centre of Britain, with strategic road connections to the M1 and M6/A14 interchange.



View DIRFT flythrough



# theHUB at DIRFT



The park includes the Hub at DIRFT – a new centre for logistics training and education and home to the Prologis Warehouse and Logistics Training Programme (PWLTP).

This training programme, fully funded by Prologis, is designed to support people in the West Northamptonshire and wider SEMLEP area by providing free practical training and valuable career opportunities to the young, unemployed, and disadvantaged. The PWLTP was launched in 2021 and in its first year 96 local people had completed the training programme and secured employment with local logistics employers, delivering social value of £1.54 million.



At Prologis, we create so much more than logistics buildings: we create the spaces and places where our customers' businesses can thrive, where employees enjoy coming to work and where communities and nature can flourish. It's an approach to placemaking we call PARKlife™. The DIRFT scheme PARKlife™ initiative provides customers with direct access to park-wide services and amenities, including a green travel plan, bus services, dedicated PCSO route, park security, green spaces, paths, and cycleways.

Existing customers at DIRFT include DHL, NHS (Supply Chain Coordination Limited), Eddie Stobart, Tesco and Sainsbury's. Royal Mail is currently fitting out its largest parcel hub in the UK, which will have capacity to process over 1 million mail items per day.



# INTRODUCTION

The land to the east of the M1 ('the site') represents the optimum location to meet the need for additional logistics floorspace within West Northamptonshire through a further expansion to DIRFT.

The interconnectivity of the site with the existing DIRFT estate and its many facilities (including a new rail freight terminal) offers real benefits in terms of delivering a sustainable form of development that would not adversely impact the surrounding area and local community and could only be delivered by Prologis.

Prologis' proposals for the site have been informed by a thorough understanding of the baseline conditions as well as local, regional and national economic growth strategies. The development strategy has been devised by an experienced team that has the track record, experience, expertise and knowledge to deliver a further expansion to DIRFT.

Logistics plays a vital role in the UK economy, both as a generator of employment and function in its own right and as a key enabler of economic activity across a broader range of sectors including manufacturing and retail. It is therefore imperative that West Northamptonshire plans for additional logistics facilities on sites close to where the demand is and where opportunities exist to increase sustainability for the freight industry through moving freight by rail rather than by road.

In order to support the future of DIRFT and maintain its important contribution to the vitality of the West Northamptonshire economy, Prologis considers that the West Northamptonshire Strategic Plan (WNSP) should include policy provision which allows for the further expansion of DIRFT. Over the WNSP period, the expansion of DIRFT should form one of the foundations of West Northamptonshire's economic growth ambitions and a key component of the Plan area's provision for the logistics sector.





# SITE AND CONTEXT



## THE DIRFT IV EXPANSION SITE

The site is located in close proximity to Junction 18 of the M1 and lies to the north of Crick and to west of Yelvertoft. The site extends to approximately 254 hectares and is bound to the west by the M1, beyond which lies DIRFT III and to the south by the access track to Crick Lodge and agricultural field boundaries.

Located within the former Daventry District, the majority of the site is currently farmland, but it also includes some urban fringe uses such as VIP Motorcross and Rugby & District Trap Club. A windfarm extends to the north and east. Crick Lodge Farm and Lilbourne Fields Farmhouse lie within the site boundary. The various land uses within the site are serviced by access trackways.

Vegetation cover across the site is limited to boundary hedgerows with occasional hedgerow trees.

Three Public Rights of Way traverse the site and connect to the surrounding area.

The site includes no listed buildings, Scheduled Ancient Monuments or Conservation Areas.

The entirety of the site is within Flood Zone 1. A small watercourse, Clifton Brook, flows from east to west across the northern part of the site, then passes under the M1 and through the northern edge of DIRFT III.

## SURROUNDINGS AND CONTEXT

The site lies to the east of Rugby and to the north of Daventry. The immediate context of the site comprises the M1 motorway along the western boundary, DIRFT III to the west, and farmland with public rights of way to the north, east and south. Windfarms within and around the site are visually dominant.

The nearest passenger railway station is Rugby (approximately 5km to the west) on the West Coast Main Line, with services from London to Birmingham and the North West.

Further to the west beyond DIRFT III, and on the opposite side of the A5, lies Houlton, a mixed-use sustainable urban extension to Rugby which will provide around 6,000 new homes when complete. An existing bus service runs from Rugby through Houlton and on to DIRFT. Through direct links to the A428 and M1, DIRFT is accessible by the A45, M6, A14 and A428.

South of the site and east of the M1 Junction 18, there are further employment areas including the Costco UK distribution centre and Crick Industrial Estate.



# WHAT IS THE OPPORTUNITY?

## PLANNING POLICY CONTEXT

### NATIONAL PLANNING POLICY FRAMEWORK

The National Planning Policy Framework (the Framework) outlines the Government’s commitment to ensuring that the planning system does everything it can to support sustainable economic growth. Planning should operate to encourage and not act as an impediment to sustainable growth. In these circumstances, the Framework indicates that significant weight should be placed on the need to support economic growth through the planning system.



### OXFORD-CAMBRIDGE ARC

The area between Oxford and Cambridge, incorporating the counties of Oxfordshire, Buckinghamshire, Bedfordshire, Northamptonshire and Cambridgeshire forms a strategic Arc that the Government recognises as the Oxford-Cambridge Arc.

The Government has identified the Arc as a national economic priority area and in February 2021 published its plan for developing a Spatial Framework that will guide the future growth of the area over the period to 2050. The plan sets out that with the right interventions and investment, economic forecasts suggest that economic output could grow by between £80.4 billion and £163 billion per annum by 2050, with between 476,500 and 1.1 million additional jobs.

The Spatial Framework will provide a national planning policy framework for the area of the Arc and will as such, both inform the preparation of Development Plans and be taken into account as a material consideration in local authority decision-making.

The expansion of DIRFT is a unique opportunity to assist West Northamptonshire and the wider Arc to achieve its economic growth ambitions and provide new high-quality logistics floorspace over the period to 2050.



### WEST NORTHAMPTONSHIRE STRATEGIC PLAN

West Northamptonshire Council (WNC) is preparing a new Strategic Plan which will replace the West Northamptonshire Joint Core Strategy and guide development in the area over the period up to 2050.

The West Northamptonshire Strategic Plan (WNSP) will include targets for the provision of jobs and employment land in West Northamptonshire and guidance on the strategic locations for new employment land to meet the jobs requirement.

Objective 13 (Economic Advantage) of the WNSP Spatial Options Consultation is to strengthen and diversify West Northamptonshire’s economy by taking advantage of its internationally well-placed location, strategic transport network and proximity to London and Birmingham, and to maximise opportunities for sustainable economic growth and investment offered by the areas strategic location in the Oxford-Cambridge Arc.

The potential for the expansion of DIRFT is recognised in the emerging WNSP. The Spatial Options consultation identifies the land being promoted by Prologis as ‘Spatial Option 3a – Land to the East of DIRFT’.

## WHAT IS THE NEED FOR LOGISTICS DEVELOPMENT?



The logistics industry plays a vital role in the UK's economy. It also enables growth in other business sectors across the economy and is strongly linked to overall growth in GDP. Logistics moves materials for manufacturing and connects people with goods in shops and to their homes.

The value of the logistics industry is of critical importance to the economy. The volume of goods ordered on-line in the UK increased significantly during the Covid-19 pandemic, pushing demand for logistics services to unprecedented levels. It is imperative that the seismic shift in shopping patterns and the drive for logistics space are recognised to ensure that land is available in the areas where it is most needed.

It is unlikely that online sales will drop back to pre-pandemic trends once economic recovery is established due to the fundamental changes in consumer behaviour. In this context it is significant to note that for every extra £1 billion spent by British consumers online, an additional 900,000 square feet of logistics space is needed. Prologis' experience is that Brexit has also compounded the need for additional logistics floorspace in order to increase business resilience, particularly through increased stock levels and near-shoring. The Covid-19 pandemic has also impacted global supply chains leading to customers holding more inventory to create resilience to the previously used just in time strategies.

Logistics is likely to be one of the biggest growth sectors for jobs in the short to medium term and it is therefore essential that sufficient land is available in the right places to meet requirements. The failure to do so will severely compromise the industry and its contribution to economic recovery, as well as keeping the country supplied with the goods that it needs.

In addition, the future growth of housing will generate additional demand for logistics development. To put it simply, more homes create a need for more logistics fulfilment, especially with the rate of growth in ecommerce which has been exacerbated by the Covid-19 pandemic. Research carried out for the BPF publication 'What Warehousing Where?' suggests that 69 sq ft of warehousing is required for every new home built in England.

Given that the Oxford-Cambridge Arc will bring with it significant housing and economic growth by 2050, West Northamptonshire should therefore be ambitious in facilitating developments such as DIRFT IV in order to maintain the area's competitive role within the region.

### REGIONAL ECONOMIC OBJECTIVES AND DEMAND FOR LOGISTICS

The South East Midlands Local Enterprise Partnership's (SEMLEP) Local Industrial Strategy (LIS) supports the National Industrial Strategy by setting out a shared ambition for the area, outlining how key interventions will drive growth in the SEMLEP area and the Oxford-Cambridge Arc in particular.

The LIS states that the SEMLEP area is extremely well located to connect with key markets in the UK and abroad. This unrivalled location has led to the area building up an extensive portfolio of logistics assets, amongst which DIRFT is recognised. It is an attractive area for business, as evidenced by the high ratings that businesses give to the local business environment and supply chain availability. In relation to supporting an extensive and balance of employment land and premises in the area, the LIS states that:

"Where warehouses are developed – and a 2017 report by CBRE and SQW suggests continued strong demand for both industrial and logistics floorspace along the M1 corridor and at J10a – this should be undertaken in a manner that is sensitive to the local environment and compatible with LIS goals to increase innovation and productivity in the logistics sector."

The SEMLEP Strategic Economic Plan (SEP) sets out the LEP's strategic priorities with the ambition of doubling the area's GVA by 2050, whilst improving the living standards of everyone who chooses to live, work and do business in the South East Midlands.

The SEP identifies a number of 'showcase sectors' where the area has particular strengths in terms of wide-reaching supply chains, historic growth, and the capability and assets for rapid future growth. Logistics is identified as one of these sectors.

An expansion to DIRFT would provide a valuable contribution towards many of the strategic objectives set out by SEMLEP, including the ambition to double GVA by 2050, increase the number of jobs by 10% by 2025 and increase business investment in the area.

## SEMLEP

South East Midlands  
Local Enterprise Partnership

### LOCAL ECONOMIC OBJECTIVES AND DEMAND FOR LOGISTICS

There is a high demand for distribution facilities across West Northamptonshire due to its accessibility. From the Golden Triangle of Logistics, companies can access 90% of the UK's population within a four-hour drive.

The 2021 Housing and Economic Needs Assessment (HENA) for West Northamptonshire notes that in 2018, the West Northamptonshire economy produced goods and services valued at £11.5 billion (GVA) and supported around 242,800 jobs. The strongest contributor to GVA in 2018 was Wholesale & Retail, Manufacturing and Real Estate sectors.

The HENA recommends that the Council should consider providing for high-quality warehousing units across the Authority to meet growing demand, as there is currently not enough immediate floorspace available. It does not however fully assess strategic warehousing needs for the study area.



# WHY EXPAND DIRFT

DIRFT is a nationally significant SRFI. It plays a vital economic development role in the logistics and distribution sector and its location relative to key national road and rail networks ensures that occupiers can respond to demand efficiently and quickly to move goods across the wider UK.

The latest phase of DIRFT is currently under development. To date, circa 115,000 sq m of floorspace is operational, and a further 125,000 sq m is being constructed. Based on the current rate of development and customer enquiries, the likely trajectory for completion of DIRFT III is 2030, 20 years before the end of the WNSP period.

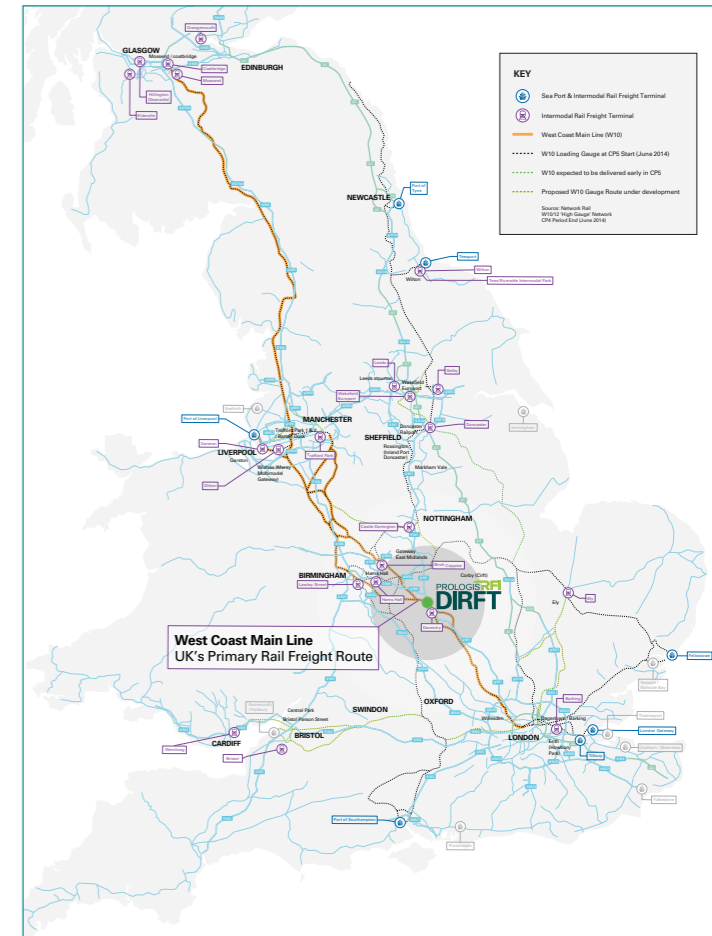
DIRFT will be served by a further intermodal rail freight terminal in early 2022. This will bring a significant boost to the UK's rail freight network, offering businesses the opportunity to create even more resilient, efficient and sustainable supply chains. DIRFT is also a key part of the Trans-European Combined Freight Network.

The Government has published its plans to decarbonise the entire transport system in the UK. The Decarbonising Transport: A Better, Greener Britain (2021) addresses the impact of the Covid-19 pandemic on transport use, travels patterns and the transport sector as a whole. It commits to delivering a zero-emission freight and logistics sector, recognising the vital role that rail has to play in reducing carbon emissions. This includes a commitment to supporting and encouraging modal shift of freight from road to more sustainable alternatives, such as rail, and the introduction of a rail freight growth target.

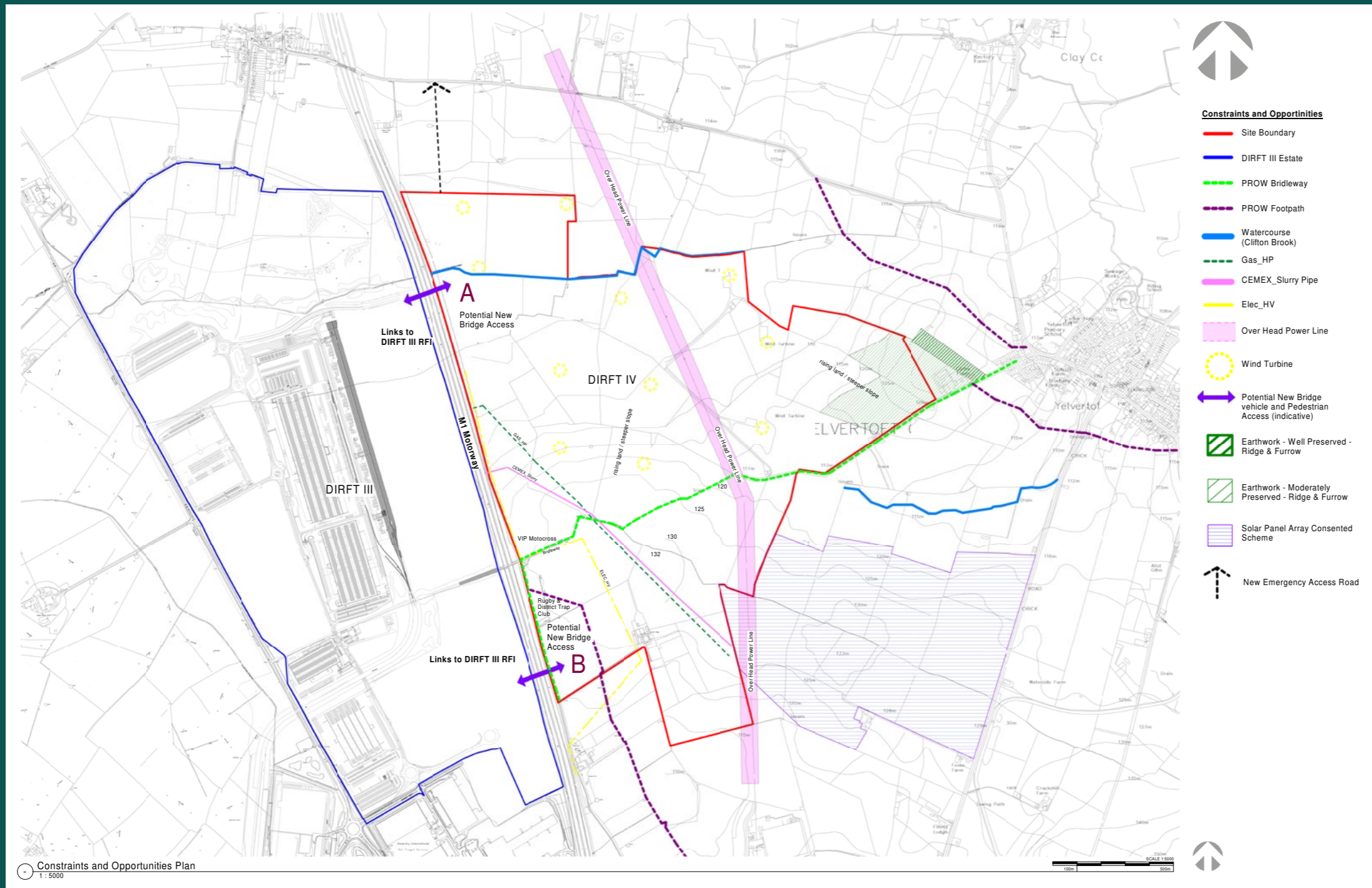
The expansion of DIRFT would not only address the imperative of moving freight from road to rail, but also assist in attracting new investment to the region.

The opportunity presented by the development of land to the east of the M1 is unique due to the proposals to link it via two bridges directly into the privately owned and maintained internal estate roads within DIRFT III which are currently being built-out as part of a phased approach under the implemented DCO. This would make use of the existing high capacity junctions to the road network at DIRFT and not result in additional public highway accesses being needed to secure substantial provision of important logistics space to meet the future needs of the West Northamptonshire area and contribute to sustainable economic growth within the wider Oxford-Cambridge Arc.

The links to the existing DIRFT estate and access to its wider facilities could only be facilitated by Prologis.



# LAND TO THE EAST OF THE M1: OPPORTUNITIES AND CONSTRAINTS

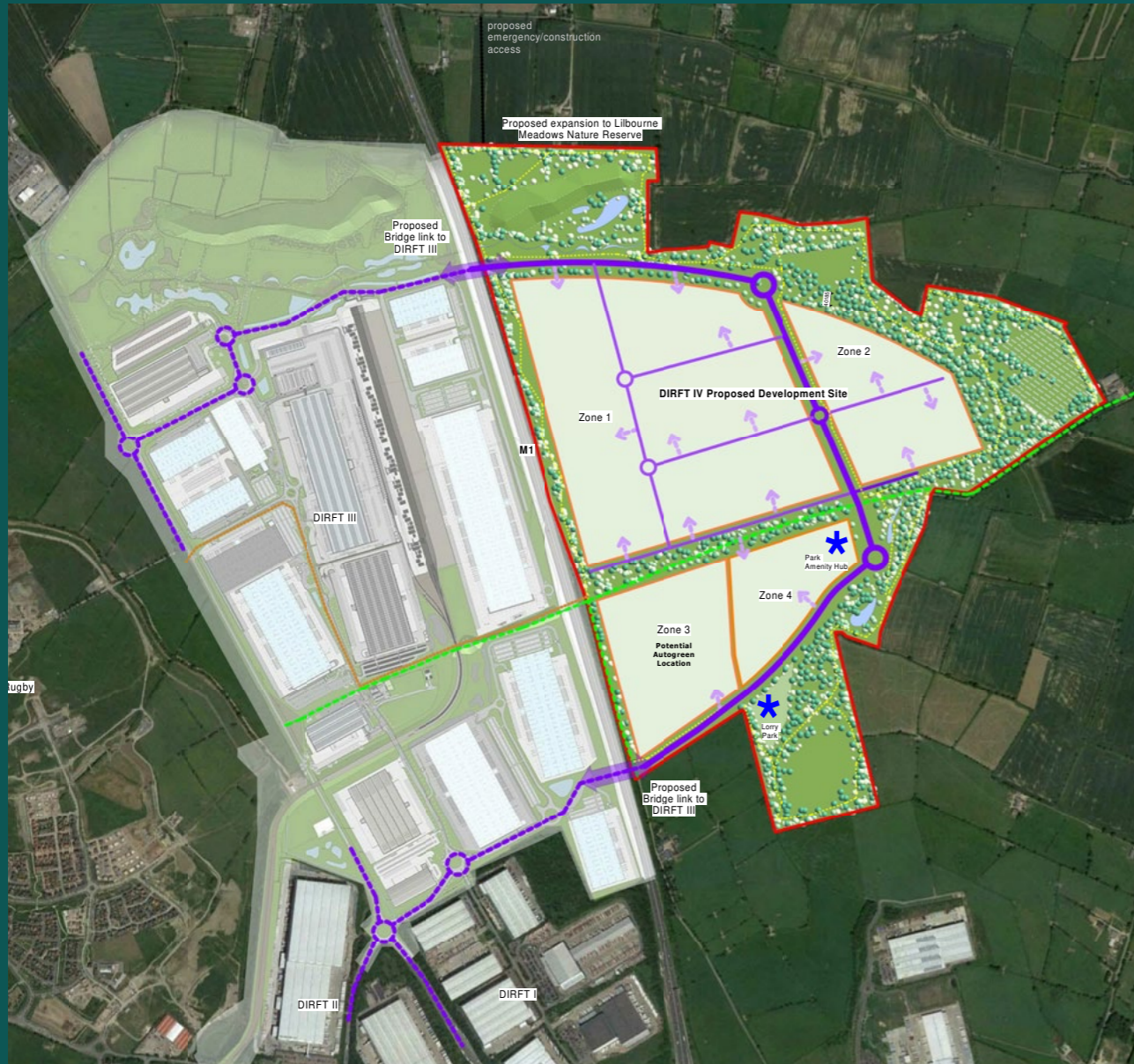


## WHAT ARE THE OPPORTUNITIES?

- Proximity to key transport corridors, including Junction 18 of the M1 and the West Coast Mainline.
- Creation of direct links to the existing DIRFT estate via new bridges over the M1.
- Proximity to existing residential areas, including the Houlton SUE.
- Access to existing facilities and services within the wider DIRFT estate, including three intermodal rail terminals and The Hub.
- Significant contribution to the economic growth of West Northamptonshire.
- Creation of a robust green infrastructure network.
- Substantial enhancements to biodiversity value.

## WHAT ARE THE CONSTRAINTS?

- Areas of higher ground and steep slopes to the southern part of the site.
- Existing land uses.
- Public rights of way traverse the site.
- A small watercourse, the Clifton Brook flows from east to west across the northern part of the site.
- Areas of ridge and furrow.
- Wind turbines.
- On-site services and overhead cables.



Key					
	Site Boundary		Potential Footpath		Proposed Access Point
	Proposed Development Zone		Primary Access		Proposed Park Amenity Hub/Lorry Park
	PROW Bridleway		Potential Plot Access		Enhanced Landscape Buffer along Development Edge
					Potential Green / Blue Infrastructure to support Biodiversity
					Potential New Bridge vehicle and Pedestrian Access (indicative)
					Combined Pedestrian/Cycle footpath proposed within DIRFT III

# WHAT ARE THE PROPOSALS FOR THE EXPANSION OF DIRFT?

## KEY DEVELOPMENT PRINCIPLES

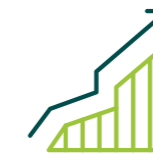
1. A new landscape led development of around 5 million sq ft of logistics floorspace set in a high-quality green infrastructure framework which creates a strong sense of place and provides opportunities for varied use and promotes well-being.
2. Integration with the existing DIRFT estate via two new bridges over the M1 and a clear focus on innovative design and environment.
3. A net zero carbon development with exemplar standards in sustainable design and construction.
4. Maximisation of opportunities to drive environmental improvement. Existing green and blue infrastructure will be enhanced through an extension to Lilbourne Meadows to achieve substantial gains in biodiversity and to provide recreation benefits for the whole community.

# THE ROLE OF DIRFT IV IN DELIVERING SUSTAINABLE DEVELOPMENT



## INTRODUCTION

The Framework explains that the purpose of planning is to help achieve sustainable development. There are three dimensions to sustainable development: economic, social and environmental which gives rise to the need for the planning system to perform a number of roles:



### ECONOMIC ROLE

Contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available.



### SOCIAL ROLE

Supporting strong, vibrant and healthy communities.



### ENVIRONMENTAL ROLE

Contributing to protecting and enhancing our natural, built and historic environment.

The development of the site as an expansion to DIRFT will have positive economic, social and environmental benefits as outlined below. It therefore constitutes sustainable development in accordance with the Framework.



## ECONOMIC ROLE

The logistics sector plays a very significant role in supporting the UK economy and communities. The occupation of existing logistics building stock, requirements for new logistics development and consequent employment levels in the sector (both operational and in construction) all increased under the Covid-19 pandemic, acting as a partial counter-balance to the downward trend in other sectors of the economy.

The expansion of DIRFT can make a significant contribution to the economic growth ambitions of West Northamptonshire and the wider SEMLEP area and create a range of direct, indirect and induced economic impacts on a local and regional scale.

The proposals will therefore contribute to building a strong, responsive and competitive economy, with the quantifiable economic impacts including:

1. up to 6,193 FTE direct operational jobs;
2. up to 1,796 FTE jobs supported indirectly through supply chains and employee spending;
3. employment and training opportunities targeted at the local population;
4. generation of over £274m GVA per annum based on FTE jobs; and
5. generation of £13.1m in business rates revenue per annum.

The development represents a significant new capital investment in the area, which will help to enhance the profile of West Northamptonshire and will raise the overall level of economic activity and expenditure in the area.



## SOCIAL ROLE

Prologis has recently introduced the Prologis Warehouse and Logistics Training Programme (PWLTP), a digital learning and development programme aimed at training those leaving education, the unemployed and those looking to re-skill, equipping them with the knowledge needed to pursue a career in the logistics sector. The PWLTP is based at The Hub at DIRFT, which is Prologis' first bespoke education facility and is a dedicated space for logistics and skills training. The proposed development would have full access to this facility.

The development of the site will provide additional employment and training opportunities. The logistics sector offers a wide range of jobs, both in warehouse and office environments, and increasingly require positions in managerial, administrative and high-tech occupations including electrical and mechanical engineering and IT roles.

Prologis also works collaboratively with supply chain customers, employees and local schools to help create vibrant and sustainable communities. This will ensure that the economic benefits and opportunities of the development are experienced by all sections of the local community.

The importance of providing the very best spaces and places in which to work is not underestimated by Prologis and it places great emphasis on sustainability, health and wellbeing in the design of its developments. The PARKlife™ initiative puts people at the very centre of its approach, helping to create a sense of place and belonging. The principles of this initiative would be embedded within the proposals for DIRFT IV from the outset.



## ENVIRONMENTAL ROLE

The expansion of DIRFT would be achieved via private road connections to the existing estate to the west of the M1. These would provide access to the existing rail freight terminals, which has significant environmental benefits. According to the Government's Rail Freight Strategy, each tonne of freight transported by rail reduces carbon emissions by 76 per cent compared to road and each freight train removes 43 to 76 lorries from the roads.

The proposals would contribute to meeting the future growth ambitions of West Northamptonshire and wider area in a way that takes the opportunity to drive environmental improvement, including through biodiversity net gain.

With an appropriate landscape and habitat creation scheme a key element of any development proposals, substantial opportunities exist to enhance the biodiversity value of the site. This could include an extension to Lilbourne Meadows, a new nature reserve located to the north of DIRFT III which will provide a mixed habitat of wetland and grassland with extensive hedgerows upon completion.

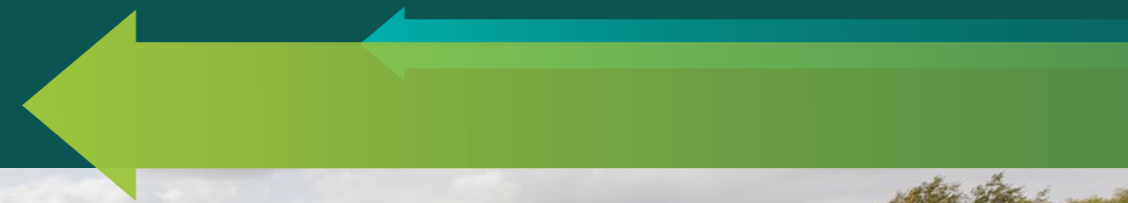
Prologis is committed to embedding sustainability into every aspect of its business operations and these principles would be driven forward within DIRFT IV.

### Sustainable buildings

- The first property company in the UK to measure, reduce and mitigate the carbon emissions embodied in the structure and fabric of its new buildings.
- A bespoke embodied carbon mitigation scheme, capable of bringing long-term benefits for the environment and communities.
- Adherence to the UKGBC net zero carbon framework definition.

### Sustainable travel

- Promotion of the use of rail freight for transportation where possible.
- Prologis Green Travel Scheme encourages organised car sharing across Prologis Parks, reducing local traffic, offering cost savings for employees and reducing CO<sub>2</sub> emissions.





# CAN THE DIRFT IV VISION BE DELIVERED?



## IS THE SITE AVAILABLE?

Prologis is entering into a Memorandum of Understanding with the landowners in relation to the future development of the site. Along with Rugby Radio Station Limited Partnership, Prologis control the land to the west of the M1 and therefore the proposed access to the site.

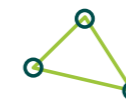
The existing uses within the site and the relationship with future development proposals has been carefully considered and Prologis are confident that the land can be delivered as an expansion to the wider DIRFT estate.



## IS THE SITE TECHNICALLY DELIVERABLE?

Prologis has decades of experience developing new facilities from the ground up. In the design and delivery of new developments Prologis adopts a co-ordinated forward looking approach to sustainable design, development and operations which has enabled it to create the industry's leading portfolio of high-quality logistics facilities.

This Vision Document is underpinned by a series of detailed technical appraisals which confirm that there are no insurmountable constraints to bringing the site forward for development.



## IS THE SITE SUITABLE?

The site is located at the heart of the Golden Triangle of Logistics which is the most strategically important location for logistics operations in the UK.

The WNSP Spatial Options Consultation identifies the site as a potential location for directing further employment development at Junction 18 of the M1. It recognises the proximity to DIRFT as a key strength, due to its ability to link to the existing rail freight terminals and wider estate facilities. It also notes the proximity of the site to Rugby, the Houlton SUE and Crick, as well as recognising the potential to extend Lilbourne Meadows.

The delivery of a truly sustainable development on land to the east of the M1 could only be achieved by Prologis. Its unique approach to development would ensure that the expansion of DIRFT would contribute to meeting future growth and the economic potential of West Northamptonshire.

The site is suitable for development and is considered to be the most logical, sustainable spatial option for accommodating logistics floorspace.



### HIGHWAYS, ACCESS AND TRANSPORT

The site is located immediately adjacent to the M1 and lies in close proximity to both Junction 18 and the West Coast Mainline.

The transportation potential for an expansion to DIRFT has been considered in detail. It is proposed that access to the site will be achieved by means of the construction of two new bridges over the M1, linking it directly to the existing estate. The ability to link the site with the DIRFT estate and its three intermodal terminals is unique to Prologis and will result in a reduction in commercial HGV trips using the strategic road network during peak periods for highway activity, thus minimising development impacts on the local environment.

The proposed approach to access also provides an excellent platform for trip internalisation, meaning fewer external trips and a much more sustainable form of development that achieves growth, whilst minimising any impact on the surrounding area

and local community. An expansion to DIRFT will also further strengthen and support existing infrastructure and initiatives for the benefit of all users across the wider estate and there is potential to achieve a high level of sustainable travel to future development.

Development of the site will ensure that the existing PROW links and existing bridleways are enhanced to complement the wider opportunities for walking and cycling in the area.

There is no transport reason preventing the development of the site and there are tangible benefits that could only be delivered by Prologis in this location. An appropriate level of infrastructure will be available on the surrounding highway network and it is not forecast that the development would have a severe impact upon local assets.



### LANDSCAPE

The site and its immediate context are not covered by any landscape quality designations at either a national or local level, such as National Parks, AONBs, Special Landscape Areas, or AGLVs.

The landscape character, quality and value of the site and its immediate context is limited by the urbanising land uses present within the site and the surrounding area. Landscape susceptibility to change is anticipated to be low to medium. However, the site is within an open landscape and encompasses a hill and area of higher ground in the south. This area includes steeper slopes and is relatively prominent in the local landscape and some localised views.

A careful masterplan design response will address the relationship of the site to the M1, and to the wider landscape to the north, east and south, as well as the existing landscape structure of the site which includes a watercourse and PROWs that pass through the site.

An appropriate design and mitigation approach will seek to minimise visual effects on identified receptors and effects on landscape character. This will include the creation of a robust green infrastructure framework, retaining and strengthening positive landscape features wherever possible and providing for new habitat creation.



### HERITAGE

There are no designated heritage assets (Scheduled Monuments, Registered Parks and Gardens, Listed buildings or Conservation Areas) located within the site.

There are a number of designated heritage assets within the a 5km buffer around the site. However, it is considered that only a small number of these designated heritage assets will be affected by the proposed development. These assets are generally well-screened in views from the site due to the

intervening topography and modern development and to their enclosed, well-treed settings. An initial assessment suggests that the changes occurring to the wider setting of these heritage assets are considered to be of no more than moderate significance.

With appropriate mitigation measures in place, it is considered that heritage assets do not present a constraint upon the development of the site.



### ARCHAEOLOGY

The site is located in an area of archaeological interest, with evidence for land-use and settlement from the prehistoric period onwards recorded in the wider landscape. Archaeological investigations at DIRFT have revealed extensive evidence of Iron Age settlement. There is therefore the potential for further archaeological remains to be present within the site.

However, the evidence to date derived from the HER, LiDAR data and other relevant sources does not suggest the presence of currently unrecorded archaeological remains on the site of a significance that would prohibit or constrain development. They

would, in the context of the Secretary of State's non-statutory criteria for Scheduled Monuments (DCMS2013), most likely be of local to regional significance.

Earthwork and ploughed-out ridge and furrow, a remnant of the Medieval open field system, survives within parts of the site. Design measures would be required to incorporate the ridge and furrow earthworks into any landscape mitigation measures.

In accordance with the Framework, it is considered that the archaeological interest in the site as a whole can be appropriately safeguarded through staged mitigation.



## ECOLOGY

There are no statutory or non-statutory designated sites within or adjacent to the site.

An initial ecological review of the site found that the site comprises agricultural land which appears to be subject to regular, intensive management. Overall, the habitats present are ecologically unremarkable, with large areas supporting a uniform structure, with limited botanical diversity. It is not considered that the habitats present would likely be of any elevated value, nor of significant importance in the local context.

Whilst the site will be of some value to some faunal groups due to its scale, its overall value is greatly tempered by the low habitat diversity. Opportunities for other species are likely to be limited.

The scale of the site, its location and existing land uses mean that there are exceptional opportunities to secure a substantial uplift in the nature conservation value, realising it as a valuable, functional ecological component of the wider landscape. In particular, this includes the retention and enhancement of Clifton Brook, incorporating it into a high-quality riparian corridor linking into Lilbourne Meadows and the green infrastructure associated with the Houlton SUE.



## FLOOD RISK AND DRAINAGE

The site is at low risk of flooding from tidal, groundwater, existing sewers and artificial sources. The whole of the site is within Flood Zone 1 and at low risk of fluvial flooding (an annual probability of less than 1 in 1000 in any year). It is considered that the development will not impact upon the surrounding levels of flood risk which will remain low.

A high-level technical drainage assessment has demonstrated that the site can be delivered from a drainage perspective.



## UTILITIES

A review of the path and nature of utilities (underground, surface or overhead) has demonstrated that they do not present any abnormal issues. The topography and other features of the site will provide opportunities to protect assets and ensure that any necessary diversion will be limited through careful masterplanning.





## IN SUMMARY

DIRFT is a nationally significant SRFI and plays a vital economic development role in the logistics and distribution sector. The critical importance of the industry and the need for additional logistics floorspace is recognised at a national, regional and local level and it is essential that sufficient land is available in the right places to meet requirements.

The development of land east of the M1 as a further expansion to DIRFT is the most logical and sustainable spatial option for accommodating additional logistics floorspace within West Northamptonshire and the site should therefore be allocated for employment uses within the emerging WNSP.

Prologis' proposals have been formulated based on a clear understanding of the site opportunities and constraints and it has been demonstrated that there are no significant technical or environmental constraints that will prevent its delivery.

The landscape-led Masterplan demonstrates how the development would respond sensitively to the site and its context. The principles of place-making and Prologis' PARKlife™ initiative would be embedded in the detailed design and Prologis is committed to delivering a net zero carbon development with exemplar standards in sustainable design and construction.

The ability to link the site with the DIRFT estate and its three intermodal terminals and wider facilities is unique to Prologis and would create a truly sustainable strategic storage and distribution development that delivers significant economic, social and environmental benefits.

