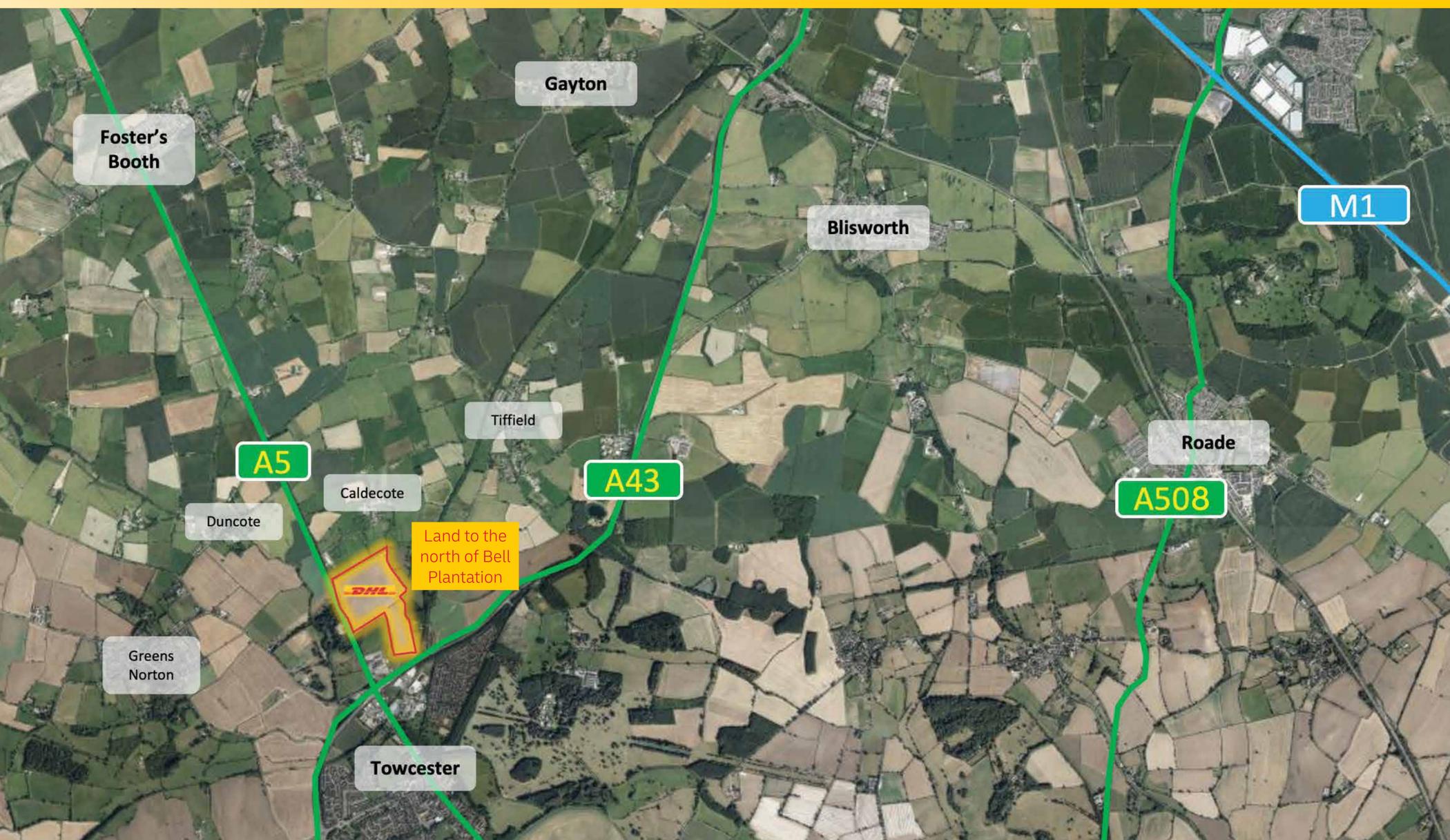


# LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER

## TOWCESTER LOGISTICS HUB



### Welcome and thank you for taking the time to visit our virtual exhibition.

DHL Supply Chain (DHL) is bringing forward proposals for a new logistics hub on the land north of Bell Plantation on the northern edge of Towcester. The proposals aim to create a state-of-the-art logistics hub that is both sustainable and a key employment site, which delivers significant economic and social benefits to the local community.

The scheme will provide 1m sq ft of state of the art warehousing, create new jobs, invest in the local community and support the local economic recovery in a post-pandemic world.

This exhibition has been arranged to provide you with an opportunity to review, input to and provide feedback on DHL's proposals ahead of the submission of a planning application to the Council.

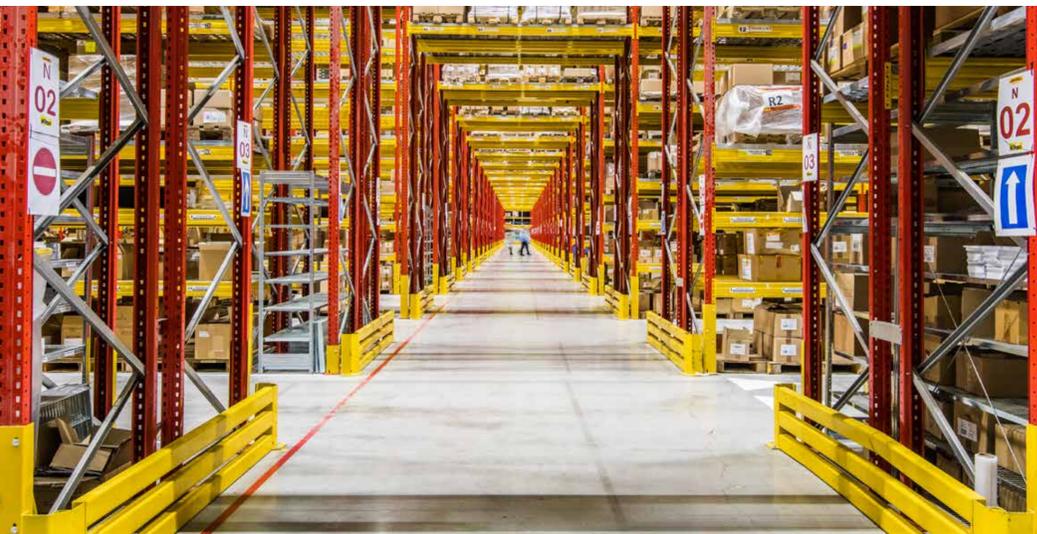
Once you have had a chance to view our plans, we would be grateful if you could fill out one of our online feedback forms. Alternatively, you can email any comments to [feedback@consultation-online.co.uk](mailto:feedback@consultation-online.co.uk).

### KEY BENEFITS:

- 1 million sq ft of state-of-the-art warehousing facilities to meet an identified need
- 6 hectares of land to be gifted to Towcester Town FC for grass pitches and other associated facilities to support the local community club
- Creation of 1,200 full-time local jobs. DHL will be signing up to South Northamptonshire Jobs Club to maximise the number of jobs that go to locals
- The Local economy will receive a boost, aiding the recovery from the Covid-19 pandemic
- New economic activity will generate over £3million in business rates to support local council services
- Enhancements to the green infrastructure on and around the site, including tree and hedgerow planting and new footpaths
- Biodiversity net gain through additional greening and habitat creation

LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER

## DHL & LOGISTICS INDUSTRY



### ABOUT DHL

- DHL is an international logistics company and one of the largest occupiers of logistics property in the world with 320 million square feet in over 12,000 locations across 221 countries. As a business, DHL employs more than 360,000 people across its network and is a key supply chain operator across the UK and Europe.
- DHL is a central part of the logistics behind everyday life in the UK, whether that be delivering food to supermarkets or dropping essential items and other products to your door.
- DHL is aiming to become a Zero Carbon company by 2025 and is implementing a host of positive changes to make this ambitious target a reality. For example, the firm is making greater use of electric vehicles and other greener methods of transportation. DHL is also keen to maximise the biodiversity and ecological potential of the site as far as is reasonably possible and have ensured appropriate measures are incorporated to do this.
- DHL is already a big investor and employer in Northamptonshire with 23 supply chain sites employing over 4,100 people in the local area. DHL is also a major sponsor of sport in the area, including Formula 1.

### Growing industry

- In order to meet growing customer expectations to deliver a faster and more reliable service, DHL needs to expand its supply chain through new strategic employment sites that have excellent access onto the strategic road network.
- The logistics industry has seen huge growth in the last few years and 2020 was another record-breaking year. The demand for space in the UK increased with over 50 million square feet of industrial take up. Over 50% of this comprised larger logistic units of more than 500,000 square feet.
- The logistics industry has seen substantial growth in recent years and 2020 proved to be a record-breaking year with over 50 million sq.ft of space being used UK-wide for logistics hub space. 50% of facilities are made up of larger buildings, which are required to meet the expanding needs of the logistics industry. Despite this growth, there is a significant shortfall in buildings that meet modern logistic-business requirements. As a result, more space is needed if the logistics industry is to continue serving the UK consumers' expanding needs.

# LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER

## SITE & PLANNING CONTEXT

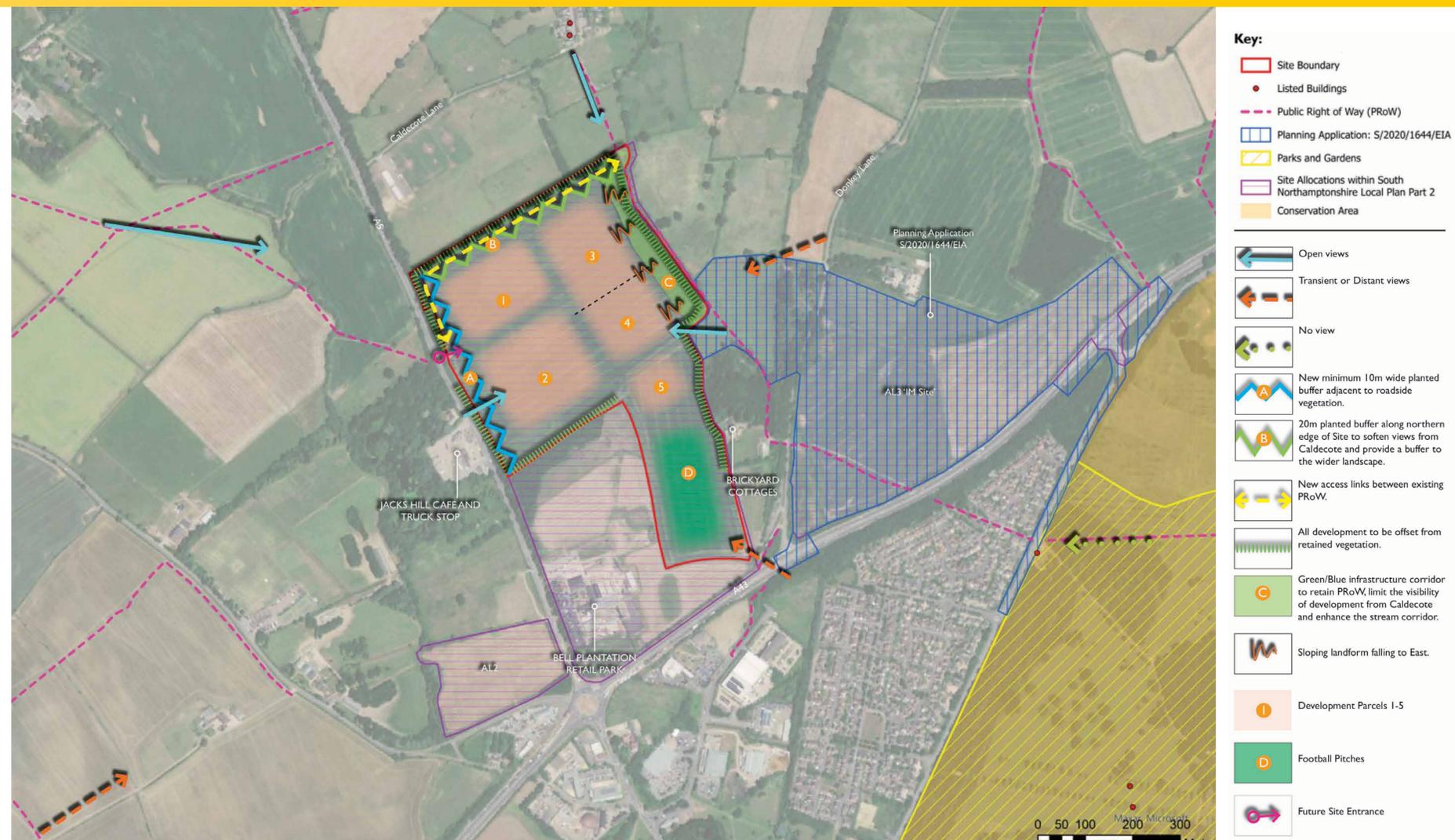


### WHY TOWCESTER?

- Towcester is strategically located within the Midlands 'Golden Triangle', which plays a pivotal role in the national logistics market with the ability to reach 95% of the UK within a standard daily HGV drive.
- Towcester has excellent access to the strategic road network and is situated on the junction of the A43 and A5, with excellent access to the M1 and M40 motorways.
- Despite the exceptional locational qualities of Towcester, there is minimal warehouse space available. This is not due to low demand, but to a highly constrained supply, which the Council has sought to address by allocating several large sites for development of employment floorspace in the South Northamptonshire Part 2 Local Plan (2020).

The land north of Bell Plantation (identified in the Local Plan as 'AL1') is one of these sites, with two further allocated sites either side – Land at Woolgrowers Field, Towcester (AL2) and Land at Tiffield Lane, Towcester (AL3) - which neighbour the Bell Plantation on its east and west sides, as shown on the figure to the right.

The development of the site in conjunction with both of the adjoining sites will deliver substantial economic, employment and community benefits.



### SITE OPPORTUNITIES

#### The Site:

- The Site is generally open with tree and hedged boundaries, which is split into two distinct parcels:
  - Northern field – regular in shape with undulating topography
  - Southern field – oblong in shape and has more gradual topography, with a gentle slope from the north west to the south east.
- Bordered by the A5 to the west and the A43 to the south, with agricultural fields to the east and north

- Survey work has identified known areas of archaeology within the site, and this has been factored in to the development process to ensure that this is recorded appropriately

#### Opportunities:

- Regular shaped site able to accommodate regular shaped rectangular logistics buildings.
- Excellent access to the strategic road network
- Appropriate topography across the site to create development platforms for large logistics buildings
- Incorporate new tree and woodland planting to create a naturalistic setting to the development

- Retain existing trees and hedges where possible
- Retain the stream corridor to the east of the site and offset development from this location
- Retain the public right of way along the eastern edge of the site and set development back from this footpath
- Provide new linkages between the public right of way in the east and the public right of way to the west
- Sufficient space with the site to allow development to be set back from the northern boundary by 20m to accommodate a tree belt to aid visual mitigation



Well located



Available to meet immediate demand



Suitable for employment led development

**HYBRID APPLICATION**

DHL intends to submit a hybrid planning application to the Local Planning Authority to provide up to 1 million sq ft of state-of-the-art warehousing facilities within a landscaped setting, alongside 6ha of land for Towcester Town FC.

The detailed element of the application will cover Plot 1, which will deliver a 270,000 sq ft warehouse to be built and operated by DHL. This element will also provide full details for the proposed site access, internal access road and other associated infrastructure, including landscaping and enabling access to the Towcester Town FC land.

The outline element will cover the remaining areas of the site, which have been split into development zones (Zones 2 – 6). This means that the exact details of the development on these zones is not yet determined, however the principles will be established. This allows flexibility for development of these zones to be tailored to the specific needs of business and the football club. Parameter plans will be used to set the limits for the outline elements of the hybrid application.

**DEFINITION**

**Hybrid Planning Application:** an application that is a mixture of Outline and Detailed applications on a single site. This is often to enable appropriate phasing of the scheme and/or to enable further detailed studies to be undertaken.

**Detailed Planning Application:** an application that submits all the details of the proposed development, allowing development to commence immediately after a decision (subject to satisfying conditions).

**Outline Planning Application:** an application that allows for a decision on the general principles of how a site can be developed, including infrastructure, developable areas, and landscaping requirements. Subsequent detailed applications are made to agree the details reserved for further consideration.

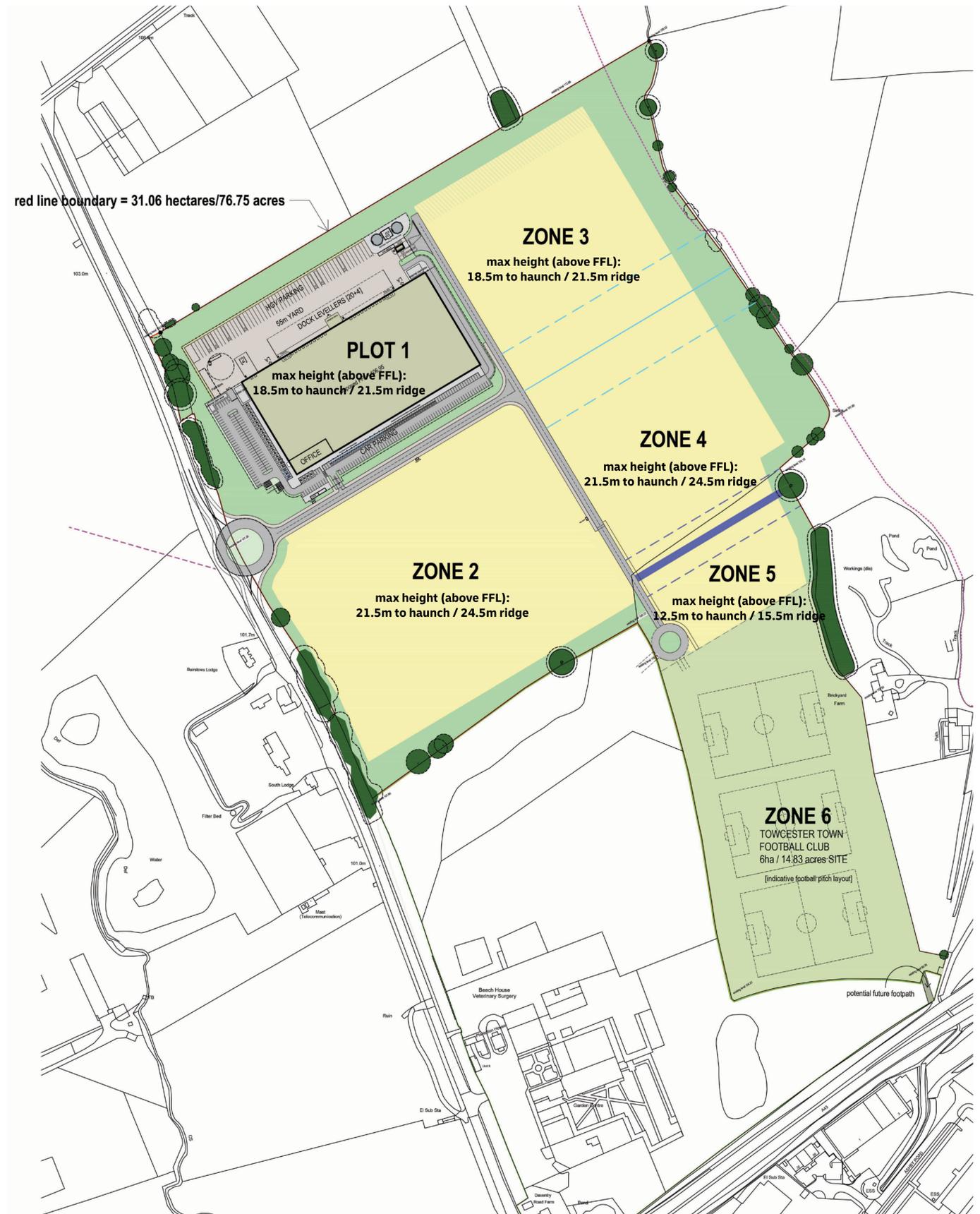
**Parameter Plans:** identify and define the maximum floorspace, road infrastructure, green infrastructure and building heights of the “Outline” component.

**DETAILED ELEMENT**

- This detailed element covers Plot 1, which seeks full planning permission for the erection of a 270,000 sq ft warehouse, reaching a height of 21.5 m to ridge and a clear internal height of 18.5 m (to haunch).
- Plot 1 is sited in the north-western corner of the site and has been scheduled to be the first section to come forward partly because it is an area where there is a known lower concentration of archaeological remains.
- Bringing Plot 1 forward first should ensure that potential delays to the delivery programme can be avoided from the outset.
- Plot 1 will include a 55m service yard and separate accesses for private vehicles and HGVs. These will be set to the north of the unit to ensure the distance between the building and nearest neighbouring uses is maximised and therefore further reducing the impact of the buildings on the wider settings.
- A significant amount of the landscaping will be brought forward in the detailed element to allow for early planting to minimise the impacts of the proposals.
- DHL is also seeking full planning permission for the internal access road, which will be built to adoptable standards but remain in private ownership.

**PARAMETER PLANS & OUTLINE ELEMENT**

- The outline element covers zones 2 - 6, seeking outline permission for the erection of up to 730,000 sq ft of warehousing, alongside outline permission for a new home for Towcester Town FC.
- Parameter Plans will be submitted alongside the application to set the maximum floorspace and building heights across each of the identified development zones.
- The Parameter Plan splits the “Outline” component:
  - Zones 2 – 4 = larger warehouses
  - Zone 5 = smaller warehouses
  - Zone 6 = Towcester Town FC clubhouse and grass pitches
- The Parameter Plans also identify areas where development will not take place, which includes a significant landscaping buffer along the site boundary. These buffers are important for providing visual screening and helping achieve biodiversity net gain through habitat creations.



LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER  
**THE ILLUSTRATIVE MASTERPLAN**

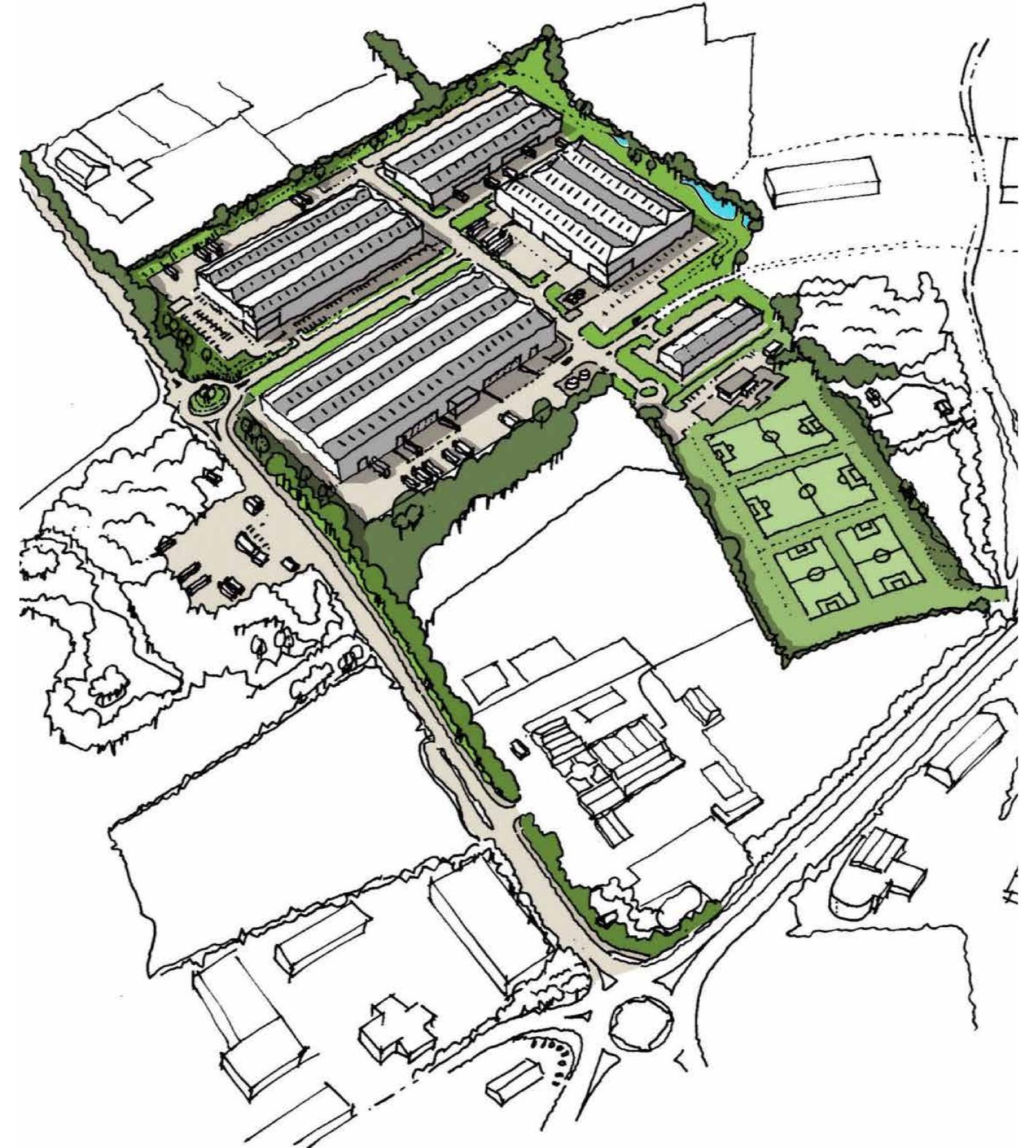
**MASTERPLAN**

To give an indication of what the future scheme may look like in its entirety, we have created an indicative masterplan, which shows one way how the development could come about within the defined parameters. The indicative masterplan shown to the right would deliver:

- Up to 1 million square feet across four large units ranging between 157,500 – 315,000 square feet.
- Five smaller units would be provided on Plot 5, totalling up to 35,000 square feet.
- 6ha of land for Towcester Town FC's grass pitches and facilities towards the southern end of the site.
- Carefully designed around the Bell Plantation site to ensure its operations can be carried out as smoothly and efficiently as possible.
- External heights of the buildings would be between 24.5 and 18.5 metres, which is typical for modern logistics warehouses, and comparable in height to a medium-level apartment block. This would future proof the site.



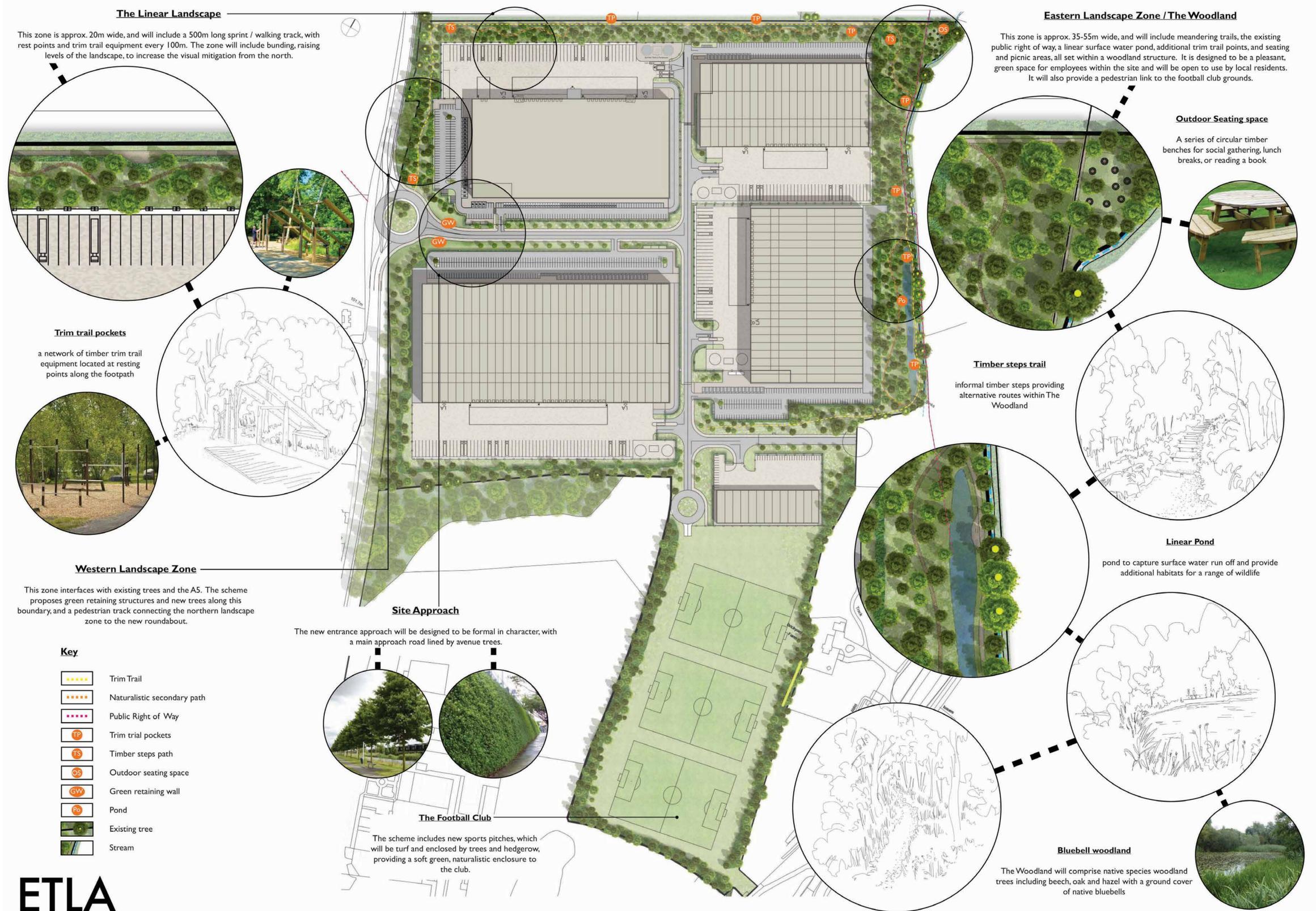
Artist's impression of the development



LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER  
**LANDSCAPE MASTERPLAN**

**KEY LANDSCAPE DESIGN PRINCIPLES**

- New green infrastructure in the form of new trees, hedgerows, grassland, earth bunding and a linear pond wrapping around the boundary to the site.
- Pathways designed to offer access to green infrastructure and connect to the existing public rights of way.
- Towcester Town FC land will be complemented with planting around the perimeter to support its establishment.
- Carefully considered key landscape views, including those from Caldecote to the north and the public rights of way to the east, when designing the buildings.
- Development is set back from the eastern boundary by a minimum of 35m, incorporating woodland structure to filter views of the development from the existing public rights of way.
- Along the northern boundary, there is a significant 20m-wide landscape zone, which incorporates earth bunding to aid in visual mitigation to Caldecote.
- Network of trails within the landscape areas that wrap around the site, providing a mix of narrow trails and wider tracks. These will include green open spaces and various exercise stop points.
- Tracks will connect to the nearby public rights of way to the west and to the A5, encouraging walking and cycling around the site and for commuters.
- Approach into the site will be designed to include an avenue of trees, creating a formal and well-maintained approach into the site, contrasting with the wider, more naturalistic design of the landscape wrapping the site.



**ETLA**



Low key paths through the woodland

### **ECOLOGY**

- Most of the site comprises arable land of low ecological value, with limited field margins to all but the eastern boundary, which is supported by a low floral diversity.
- The boundary features are of greater ecological value, comprising hedgerow and woodland habitats, in particular the southern boundary hedgerow is species rich, whilst there are several mature trees at the boundaries of the site.
- The majority of boundary habitat will be retained and will continue to provide valuable, natural green corridors for a range of wildlife species.

### **DELIVERING BIODIVERSITY NET GAIN**

- For the scheme to deliver an overall biodiversity net gain, the project team has explored off-site options. An area of 15 acres of land within proximity to the site has been agreed with the Council for additional biodiversity compensation.
- This land comprises an arable field of low ecological value, with potential to be enhanced through the creation of a variety of valuable habitats including woodland, native scrub, species-rich grassland, and wetland habitats appropriate to the location.



Example of nearby grassland

### **PRINCIPLES OF DESIGN:**

- Most ecological valuable habitats will be retained, and impacts will be minimised/compensated for.
- Retained vegetation and habitats will be enhanced and strengthened with additional resources made available for notable fauna occurring in the local area.
- New planting will be native species that enhance retained vegetation and habitats. This new planting will create valuable new environments for wildlife, such as improving foraging opportunities for local birds and bats, by increasing the invertebrate diversity.
- Support birds and bats by installing bird and bat boxes on new buildings or trees to be retained around the site.
- Additional species-specific measures, such as insect hotels, log piles and hibernacula will also be created, where appropriate.
- Mitigation measures will be implemented during construction and will be maintained in the future by the management company. This will ensure the surrounding habitats are protected and managed appropriately over the lifetime of the development.
- Detailed lighting designs have been created in line with current guidance to minimise impacts on nocturnal wildlife both on-site and within adjacent off-site habitats.



Example of naturalistic track



Example of the naturalistic timber benches



Example of local woodland

### **SUSTAINABLE DRAINAGE SYSTEMS**

It is now compulsory that all significant developments must demonstrate that they can safely deal with the issue of drainage without placing neighbouring properties or the wider area at risk.

DHL's proposals for the land north of Bell Plantation site will seek to address all the current legislation in terms of providing Sustainable Drainage Systems (also known as SuDS).

A full drainage strategy for the site will be submitted to the Council as part of the planning application process.



UK's first all-electric truck, commissioned by DHL



DHL is committed to operating a green fleet

DHL operates worldwide, providing us with a clear perspective to recognise we only have one planet and must take care of its precious and scarce resources.

Our proposals for land north of Bell Plantation will be no exception. DHL will promote sustainability through both the development of the site, but will also commit to sustainable operational practices for all units into the future.

### **Sustainability**

- The design will review measures to passively reduce energy demand through the incorporation of efficient building fabric and glazing design.
- Efficient mechanical plant and lighting will be proposed for core elements of the development to reduce energy consumption.
- Office area heating will be provided by low carbon air source heat pumps, where feasible.
- Due to the decarbonisation of electricity and the intention to incorporate photovoltaic panels to the design, electric generated domestic hot water is considered. Through the incorporation of electric domestic hot water generation, this reduces the requirement for gas on the site.
- The site will incorporate photovoltaic panels at roof level to help provide zero carbon energy for the proposed development.
- The site will seek to attain a BREEAM rating of 'Very Good'. This will be achieved through incorporating BREEAM measures holistically as part of the design.

### **Water**

DHL will seek to reduce the consumption of potable water in operation. This shall aim to be achieved through a review of the following water efficient design measures:

- Specification of low flow sanitary fittings.
- Installation of mains water metering and sub mains metering.
- Leak detection and sanitary supply shut-off capabilities to water supplies in sanitary facilities/ areas.

The reduction savings achieved will be aligned to the targeted BREEAM water criteria.

Through the incorporation of the above measures, the following would be achievable for the site:

- Improved water efficiency.
- Reduced cost relating to water consumption in use.
- Increased awareness of water usage.
- Water usage and changed consumption levels can be monitored and managed, allowing for improved maintenance and being able to encourage reductions in unnecessary consumption.
- Reduce potable water wastage associated with leaks.
- Minimise the risk of damage, costs and disruption arising from water leaks.

### **Electric Vehicle Charging**

Electric vehicle charging will be incorporated within the design of the site for usage by future tenants. These will be installed in accordance with the associated BREEAM criteria and Council requirements of 1 charging point per 10 car parking spaces.

Through inclusion of EV charging, the site will be able to support future tenants who drive electric vehicles. This is likely to become increasingly popular due to the Government banning sales of new petrol and diesel cars from 2030.

Promoting electric vehicle usage on site will help to improve air quality and public health in the local area as there will be reduced toxic emissions from petrol and diesel vehicle usage in and around the site.

### **Minimising gas**

Low carbon electric powered heat pump systems for the provision of both heating and domestic hot water generation are now widely available. They are now able to provide a cost effective alternative solution to the traditional gas fired heating and hot water plant.

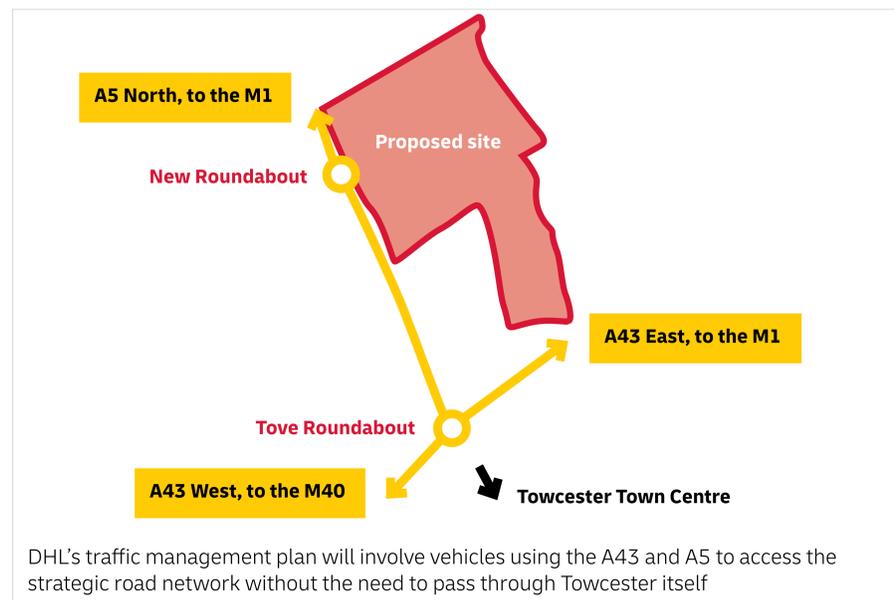
It will be the intention to incorporate electric driven heat pump systems within the development where viable.



Transport plan

**Key:**

-  Vehicular Access
-  Pedestrian / potential cycle link
-  Potential future link into other employment areas (subject to agreement)

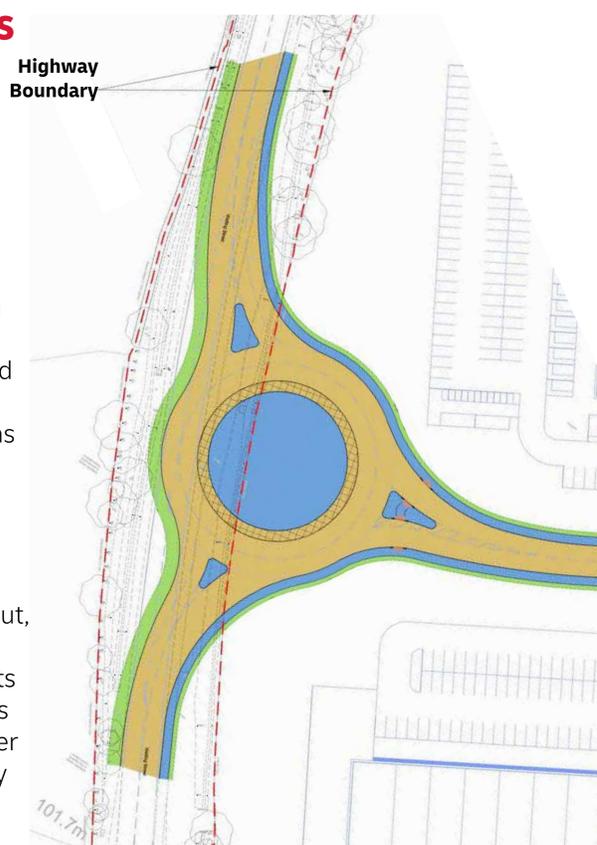


DHL's traffic management plan will involve vehicles using the A43 and A5 to access the strategic road network without the need to pass through Towcester itself

**VEHICULAR ACCESS**

Vehicular access will be provided via a new roundabout on the A5, located to the north of Bairstows Lodge. This will be the only point of vehicular site access. The principle of this approach and the design of the roundabout will be agreed with the Local Highway Authority, with discussions at an advanced stage.

Significant work has been undertaken by DHL to understand the best location for the roundabout, which provides suitable access and avoids conflicts with the existing junctions along the A5 and the wider road network, particularly the Tove roundabout.



Modelling analysis of the proposed site access roundabout demonstrates it will provide sufficient capacity to accommodate future traffic demand, without leading to queuing or delay.

Within the site, new estate roads will be adjoined by footways and cycleways, and bus stops are proposed at regular intervals along the main route. Vehicular access will be provided internally to the new site for Towcester Town Football Club.

**PEDESTRIAN AND CYCLE ACCESS**

The proposed development will encourage walking and cycling through the provision of new infrastructure and the enhancement of existing routes. DHL will:

- Seek to improve the existing footway along the eastern side of the A5 (between the proposed site access roundabout and Tove Roundabout) to provide improved facilities from Towcester for pedestrians and cyclists
- Provide new connections to, and enhancements of, the Public Rights of Way network which surrounds and permeates the site
- Explore the possibility of constructing a new pedestrian and cyclist route which links the site to Tiffield Lane via the adjoining development to the east

**PUBLIC TRANSPORT**

Consultation is being undertaken with local bus operators to explore how best to serve the proposed development by public transport. The feasibility of extending existing routes, or providing new routes, is being discussed.

The potential opportunity to provide a 'bus gate' between the site and the adjoining employment development to the east is being explored. General traffic would be prohibited by the design and a Traffic Regulation Order to avoid rat running through the employment sites.

**TRAVEL PLANNING**

The planning application will be accompanied by a Travel Plan which will encourage trips to and from the site to be made by sustainable modes of transport. The Travel Plan will include a range of sustainable travel initiatives, such as:

- Funding of a Travel Plan Coordinator
- Annual travel monitoring and targets
- Provision of discounted public transport tickets
- Dedicated cycle facilities and electric vehicle charging points
- Promotion of a car-sharing scheme and car club
- Provision of personalised travel planning

**TRAFFIC ASSESSMENT**

To accompany the planning application, a Transport Assessment is being prepared in consultation with the Local Highway Authority. It will provide a thorough traffic impact assessment of the proposed development on local roads and junctions, taking into account cumulative effects from other local development. The assessment will identify if any improvements to the local highway network are needed to support the proposed development.

Should planning permission be granted, the routing, access and hours of work of construction traffic would be agreed with the Local Planning Authority prior to the commencement of construction.

## LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER

### LOCAL INVESTMENT AND THE COMMUNITY

DHL's proposals for the land north of Bell Plantation site will deliver several key benefits and improvements to the local neighbourhood and its economy.

They will include significant investment into Towcester to deliver the scheme, along with the creation of new jobs, both during construction and once the logistics hub is operational.



Demand in the logistics sector is rising and this scheme will deliver extra capacity through providing up to 1m sq ft of state-of-the-art warehousing



6 hectares of land will be set aside to provide a new home for Towcester Town Football Club



The scheme will create up to 1,200 permanent and much-needed jobs for local people



Generating large economic growth for the region, as well as generating over £3million in business rates, the scheme will support both the local economic recovery and local council services



A net gain in biodiversity will be delivered through the proposals



The land north of Bell Plantation site has already been identified by planners as suitable for economic development and is allocated for employment development



DHL is a global market leader that recognises the importance of its staff with its values of Respect and Results



DHL believes in supporting communities and safeguarding the environment with schemes such as GoGreen, GoHelp and GoTeach

## LAND TO THE NORTH OF BELL PLANTATION, TOWCESTER

### NEXT STEPS



Artist's impression of the development

### HAVE YOUR SAY

We have prepared an online feedback form for the land north of Bell Plantation scheme where residents and other important local stakeholders can share their views.

To complete our survey, please click the link:

[Submit your feedback](#)

We will also be holding two public webinars:

**Monday 19th April - 6pm**

**Tuesday 20th April - 6pm**

If you would like to attend either of these webinars, then please register your interest by emailing us via [feedback@consultation-online.co.uk](mailto:feedback@consultation-online.co.uk) or following the register links on the website home page.

### FOR THOSE WITHOUT INTERNET ACCESS

DHL is keen to ensure as many members of the community as possible can engage with our public consultation.

If you know someone who does not have internet access and would benefit from this exhibition pack in paper format then you can request one via the following channels:

 Emailing our project team via [feedback@consultation-online.co.uk](mailto:feedback@consultation-online.co.uk)

 Calling our freephone information line on **0800 298 7040** - leave a message, and a member of our team will call you back

 Posting the enclosed feedback form to: **DHL Project Team, c/o BECG, Jellicoe House, Grange Drive, Hedge End, Southampton, Hampshire, SO30 2AF**