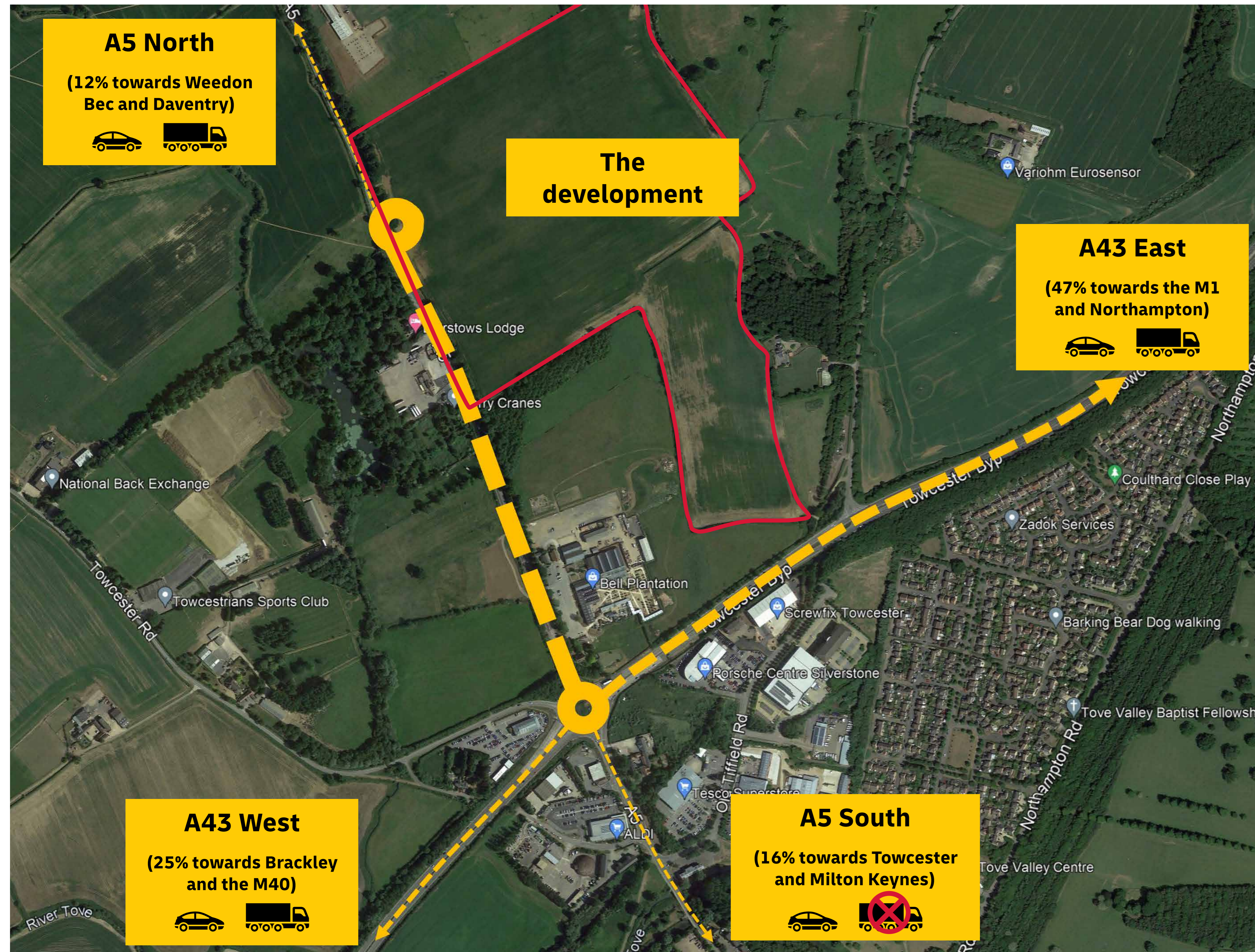
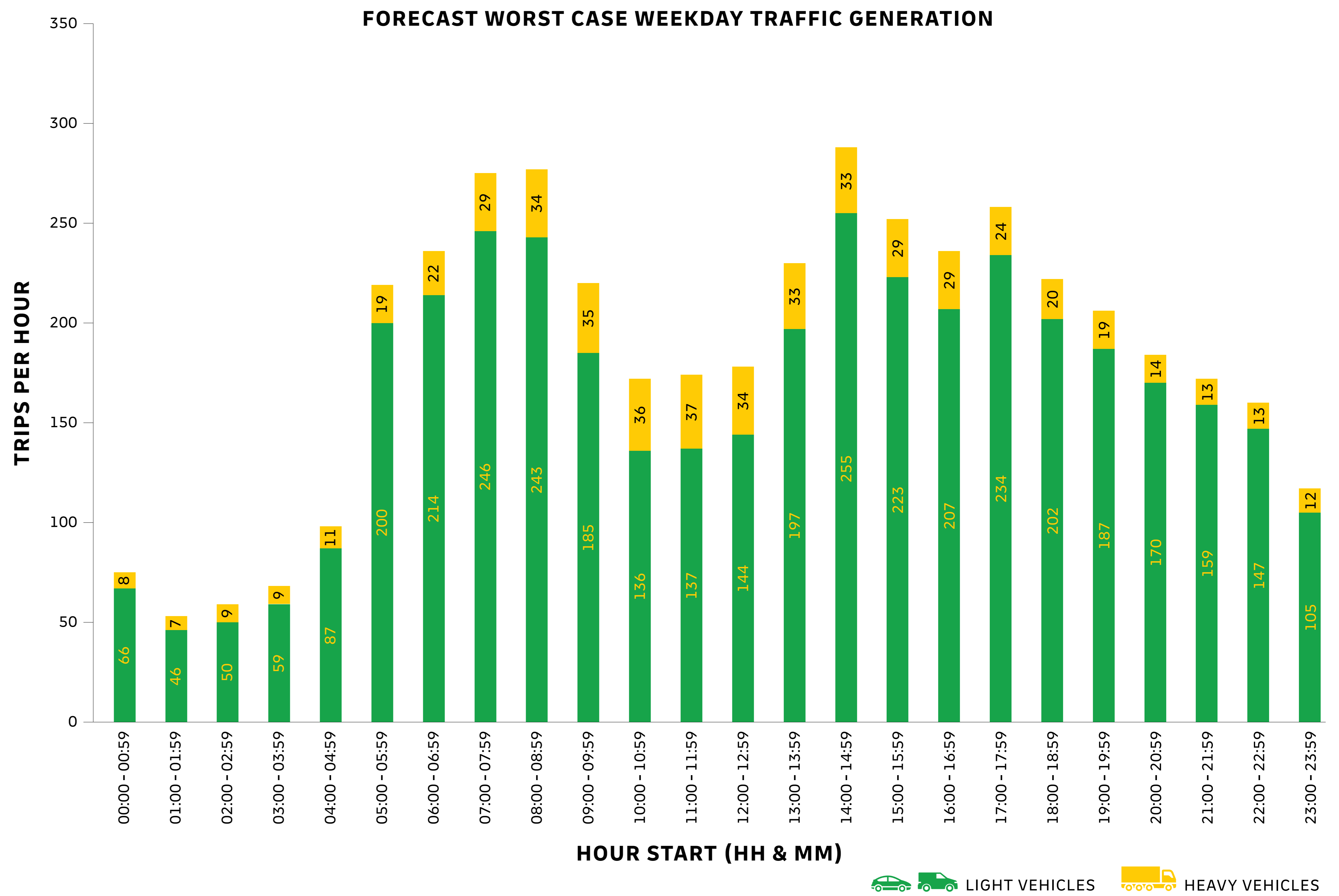


**TRIP DISTRIBUTION**



**DHL TRIP GENERATION**



**84%** of vehicle movements will avoid the southbound A5, with all HGV traffic routed away from Towcester

To comply with planning policy requirements, vehicular access to the site will be provided by constructing a new roundabout on the A5, north of Jacks Hill Cafe.

Data from the Northamptonshire Strategic Transport Model (NSTM), which is owned and managed by West Northamptonshire Council, has been used to forecast the likely distribution of traffic from the development.

Based on the NSTM results, it is forecasted that 84% of development traffic will not pass through Towcester. All HGV traffic will be directed away from Towcester, with only staff cars and deliveries to Towcester permitted to use this route.

Survey data from similar operational employment sites has been used to calculate the trips generated by the proposed development. The graph above shows how these trips are distributed throughout the day.

These figures have been extensively modelled and agreed with National Highways and West Northamptonshire Council to ensure they are robust, and any road improvements are justified and effective.

As is best practice, the agreed data used has been sourced from third-party databases and is non-specific to DHL. It represents a “worst-case scenario” for assessing the traffic impact of the development. The results of this work have been used to design the road improvements to ensure appropriate mitigation is delivered.

From monitoring existing, similar-sized DHL distribution sites (i.e. not parcel divisions) and comparing these to the agreed data, we expect our trip generation will be up to 36% lower than the forecast figures we are required to use. We therefore anticipate local roads will have increased available capacity following the completion of our proposed upgrades.



The development as viewed from the A5, looking northeast

## TRAFFIC MODELLING

In consultation with National Highways and West Northamptonshire Council, the development has been assessed using two important traffic models, one strategic, one local:

- Strategic – the Northamptonshire Strategic Transport Model (NSTM), which is owned by the Local Authority, and;
- Local – a microsimulation traffic model that is prepared by the developer and reviewed and agreed with the highways authorities

These models have been used to understand the impact of the development on the local and strategic road network, as well as the effectiveness of the proposed mitigation.

Unlike other proposals, our modelling takes a “cumulative” approach, accounting for all other planned development in the local area to ensure our future impacts are identified and resolved through the proposed mitigation. This is in accordance with best practice, and all modelling is available for inspection as part of our updated planning submissions.

## TRAFFIC MITIGATION

DHL is committed to mitigating the traffic impacts of the development as identified through the modelling. This will be achieved through the following mechanisms:

1. Effective site management to control vehicle routing, arrival, and departure times
2. Promoting sustainable travel
3. Highways upgrades and improvements to the Tove Roundabout and the A5 (see next page)

Our development is the only employment development in South Northamptonshire to commit to meaningful mitigation to the highways network.



### EFFECTIVE SITE MANAGEMENT

**DHL, as owner and operator, can manage its operational estate to ensure traffic movements are reduced during peak periods. This optimisation will ensure the efficient operation of the warehouses and reduced impact on the highways network during peak hours.**

DHL has several proposals to achieve this, including:

- Operating flexible shift patterns outside traditional commuting peak hours
- Adopting a Traffic Routing Strategy to avoid sensitive routes, including the minor rural roads to the north of the site and the A5 through Towcester.
- Monitoring vehicle movements using on-board tracking systems to ensure compliance with routing strategies.
- Promoting Sustainable Travel Methods



### SUSTAINABLE TRAVEL

**We will build, fund, and motivate the use of sustainable transport, reducing the demand for single-occupancy trips on the highway network. We will achieve this through a number of proposals that will be secured through the planning process, including:**

- Improved walking and cycling facilities along the A5, with upgraded crossings providing safe pedestrian access from Towcester
- Over one mile of new recreational walking routes around the perimeter of the site, linking to existing public rights of way and providing better access from the rural communities to the town centre
- A high-quality bus service with publicly accessible bus stops and shelters to connect the site and wider area
- Provision for 20% of all parking spaces to provide electric car charging facilities
- Provision of discounted public transport tickets to all staff
- Priority parking for car sharers and the establishment of car share scheme
- Secure cycle parking shelters and supporting facilities (lockers, showers, and changing facilities)



## DHL is committed to the delivery of highway improvements at the Tove Roundabout.

Through our detailed cumulative traffic modelling, a scheme of significant works has been identified to increase the capacity of the junction and deliver pedestrian and cycle infrastructure improvements needed.

The upgrades include:

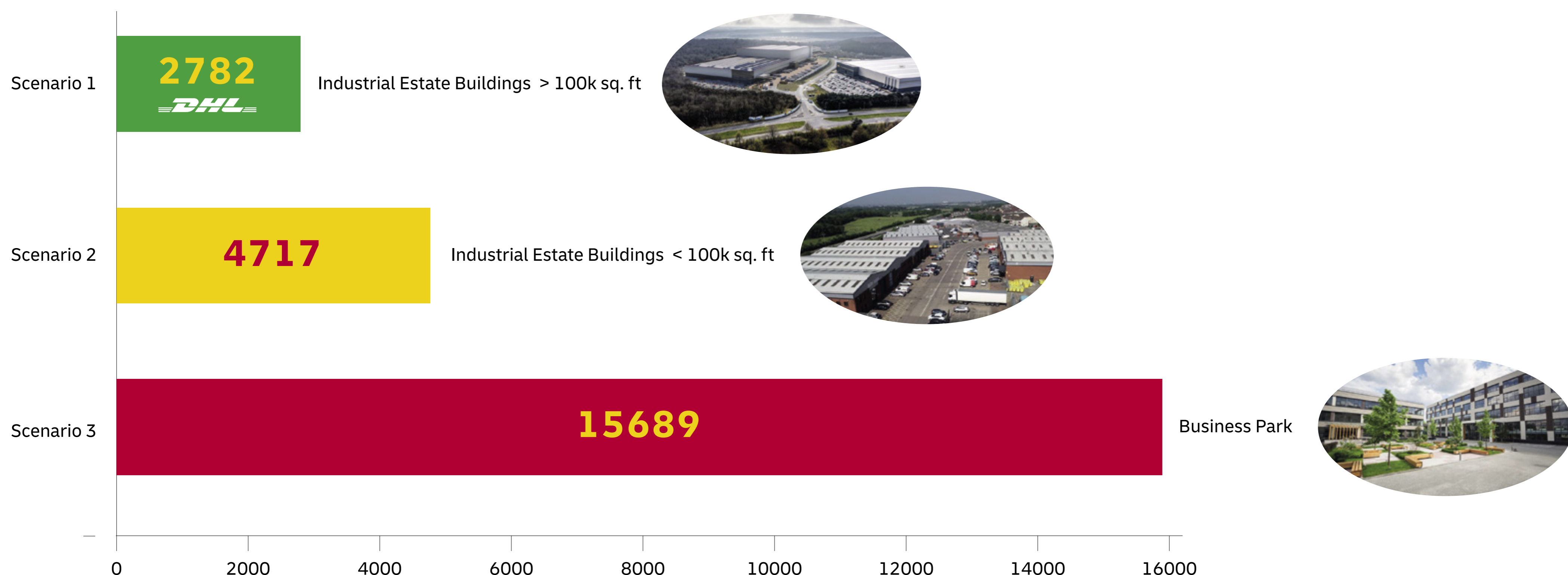
- A5 southbound approach to be widened, with an extended two-lane section.
- A5 northbound exit to be widened to two lanes.
- Circulatory carriageway to be widened to three lanes.
- Road markings to be amended to permit right-turn movements from all A5 entry lanes.
- Junction signal timings to be revised for optimum performance and efficiency.
- Pedestrian crossing of the A43 to be upgraded to Toucan facilities.
- Footway along the A5 to be widened to form a shared-use route for pedestrians and cyclists.

## MODELLING RESULTS

The modelling assessments demonstrate that the Tove Roundabout improvements will deliver the necessary highway capacity enhancements to offset the development, whilst improving general circulation of traffic flows throughout the day.

The results of the cumulative traffic modelling show that overall journey times across the highway network will be unaffected by the development following the delivery of the highway improvement scheme.

**FORECAST AVERAGE WEEKDAY TRAFFIC GENERATION (07:00 TO 19:00 HOURS)**



**TOTAL VEHICLE TRIPS (ARRIVALS & DEPARTURES)**

Information has been generated using TRICS database for Development Scenarios

Following consultation feedback on alternative uses of the site, we examined the traffic impact of different development types, uses and sizes on the local road network. The main scenarios tested were:

1. Development predominantly of warehousing units >100,000 sq. ft (i.e. the DHL Development)
2. Development comprising mixed industrial and warehousing units <100,000 sq. ft (similar to the Bell Plantation proposals)
3. A business park development (i.e. Out of Town Offices)

In each case, the same total building coverage across the site has been assumed, and the results are based on how many trips would be generated by each scheme.

The above graph illustrates this and shows the impacts that each concept could have on the highway network.

This exercise proved very helpful, informing the final design parameters of our development by identifying that larger, single-use buildings (100,000 sq. ft plus) generated less vehicles per sq. ft, minimising the traffic impact on the local highway network.

The result of our highway scenario modelling has led to an agreement with both the highways authority and planning authority, that should the development come forward, individual unit sizes must be a minimum of 100,000 sq. ft, so as to ensure the integrity of the highways capacity is maintained.

The data demonstrates that our final scheme not only has the least impact on the road network of all three options tested, but we also know from the above that the proposed improvements will alleviate any traffic implications of our development.

**DHL will set the very highest standards when it comes to ecological and landscaping enhancements. We are promoting best practice to not only maximise the visual amenity of the development but also provide the best environment for the local wildlife, local people, and our employees – enabling public access across a currently private site.**

The landscape proposals have been substantially reworked to ensure that the development maximises the opportunities to enhance the green networks on site whilst ameliorating the visual impact of the development as much as possible

The revised landscaping proposals which will be delivered on commencement will now include:

- More planted greenspace – we are providing over 34 acres of greenspace
- More mature trees – we are planting over 1,000 trees on site including a new community orchard
- More hedgerows – we are planting over 900 metres of new hedgerows around the site with more hedgerows integrated into the building plots
- More paths – over 1,500 metres of trim trails on site and over 900 metres of cycle paths off site

The maintenance of the landscape will be managed under obligations secured by way of a planning condition attached to any permission.

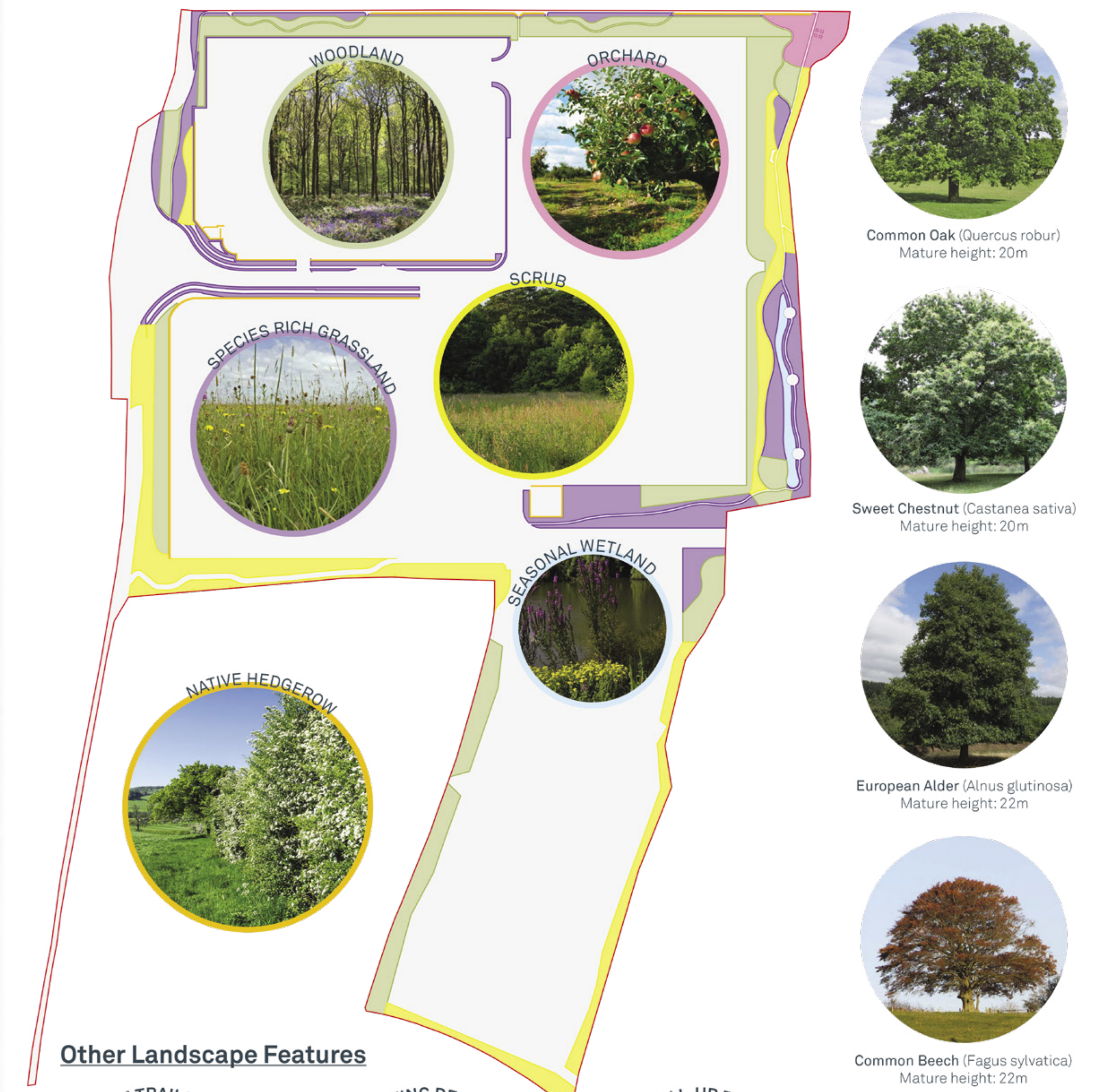
**Illustrative Landscape Masterplan**



**Key Facts**

- **44%** of the site is green infrastructure.
- Overall amount of greenspace = **14ha (Hectares)/ 34 acres** including football pitches, clubhouse area and roadside verges.
- **920m** of native hedgerow to be planted.
- **1065** standard trees including semi-mature trees and 54 orchard trees to be planted.
- **500m** of new pedestrian pathways including trim trails and cycle paths.
- **3** new football pitches for Towcester Football Club.

**New Habitat Areas**



**Other Landscape Features**



**DHL prides itself on being at the forefront of excellence, and this includes the design for our development.**

We recognise the landscape sensitivity and the potential effects of urbanisation on the landscape character. While our submitted proposals were considered to robustly mitigate the proposals, we have listened to feedback and have further lowered the maximum height of the development to the minimum accepted by occupiers for modern buildings.

In addition to the lowering heights, we are also using a sophisticated and pioneering design concept for the elevational design to minimise the visual impact of the development. This design colour-matches the façades with the surrounding landscape colours which are then banded at ordinance datum levels to match the surrounding lower/mid treescape and upper skyline (i.e. the contour of the colour bandings are matched with the relative proposed ground levels, the surrounding treescape and the skyline).

By adopting this approach, the impact of our proposals is significantly reduced, sensitively addressing the natural landscape and skyline.

Our project team has 'Verified Views' of the proposal site taken from several surrounding locations agreed with the local authorities as part of our detailed design work. This has informed our ground-breaking proposals, including the colour-matching of the façade.

Our diagram also shows the other proposed development sites north of Towcester, which are marked AL2 and AL3.



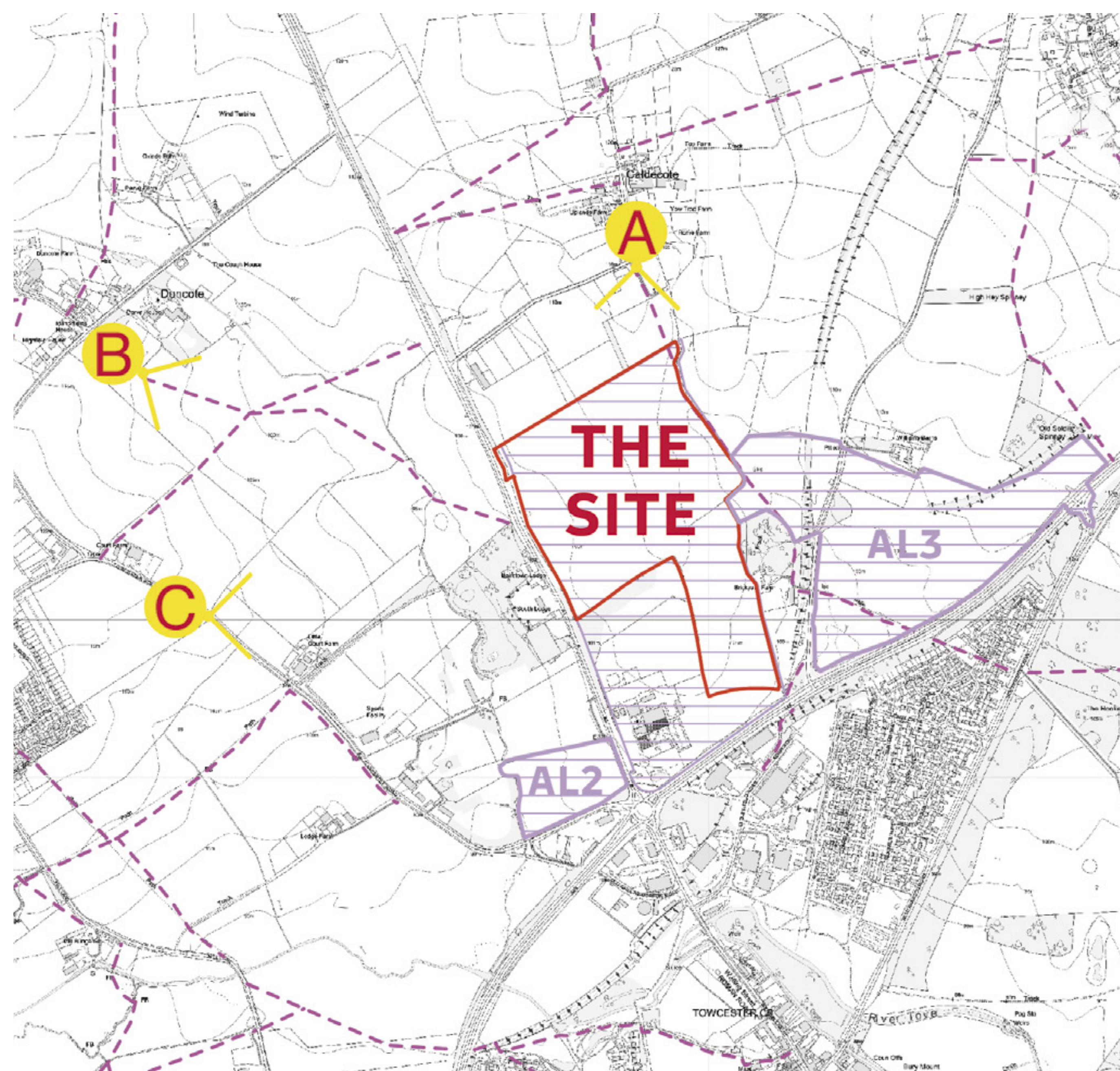
A: View from Caldecote following mitigation (including planting and bunding)



B: View taken southwest of Duncote following mitigation (including planting and bunding)



C: View from Towcester Road following mitigation (including planting and bunding)



**DHL recognises the importance of exemplar design, and our development at Towcester is no exception.**

During our public consultation and engagement, we developed a 'Design Code' to ensure the elevational design and material palette is of the best quality and consistent throughout the build out. This design code gives our stakeholders comfort that the proposed design initiatives (such as visual impact mitigation) is secured as part of the planning. This is now an initiative being proposed through the draft supplementary planning document (SPD) which we welcome.

Our Design Code includes:

- A colour palette that divides the buildings into clearly defined bands with a bottom, middle, and top section with the bands having defined heights for colours depending on the immediate landscape context of each building
- A set of principles for the hard and soft landscaping around the buildings to ensure that the aspirations of the landscape masterplan are delivered
- A strategy for the interface between the built environment plots and the wider landscape incorporating naturalistic habitats including woodland, grassland, and scrub

Based on our Design Code, we have included visualisations to give our stakeholders an indication of how our development will appear.

**To view the CGIs of the proposal, please click to enlarge the images on the map.**



[Click to enlarge](#)



[Click to enlarge](#)



[Click to enlarge](#)



[Click to enlarge](#)



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[Click to enlarge](#)

**SUPPLEMENTARY PLANNING DOCUMENT AND BUILDING HEIGHTS**

DHL has listened to community feedback and when our application is submitted, the height of the development will be less than originally proposed.

We are also fully supportive of the aspirations of the Draft Employment Allocations Supplementary Planning Document (SPD) which is intended to ensure a high quality and consistent approach to the delivery of the employment allocations AL1-AL5 across South Northamptonshire.

We are in active discussions with the Council regarding approaches which could further strengthen the SPD's ability to build on the policies provided in the adopted development plan.

**While all relevant planning policies have been considered in the preparation of the submitted planning application, the principal policy governing the development of the site is Policy AL1. A matrix has been prepared which demonstrates how all requirements of Policy AL1 have been met by our scheme.**

| No. | POLICY WORDING   | MET? | APPLICANT RESPONSE   |
|-----|--|------|--|
| 1   | Development description: located to the north of Towcester on land associated with and including the Bell Plantation and adjoining the A43 and A5, this development site provides for 35ha of mixed employment generating development together with 6ha of land for the creation of a Towcester Town Football Club home ground. A variety of employment types will be sought to reflect the need for diversity and resilience in the local economy as expressed in the council's economic growth strategy. | ✓    | The Proposed Development provides a mixed employment generating development, along with land for the creation of Towcester Town Football Club.<br><br>The employment uses proposed are in accordance with the independent <b>Market Assessment</b> , support the Council's local economic growth strategy, and are supported by the West Northamptonshire Council Economic Development Team. |
| 2   | An integrated, coordinated and comprehensive planning approach will be taken for the site and a masterplan must be prepared, in consultation with the local planning authority and the local highway authority, Towcester Town Council and other statutory undertakers prior to the submission of a planning application covering the development of the whole site.   | ✓    | The Applicant has engaged extensively with the Council and other key stakeholders throughout the preparation of a <b>AL1 masterplan</b> . The Applicant has also engaged with the neighbouring landowner to ensure that the entirety of the AL1 land is properly masterplanned.  |
| 3a  | An independently assessed, market-evidenced proportion of B1 (business), B2 (general industrial) and B8 (storage and distribution) with supporting uses that are demonstrably subservient and complementary in both scale and nature to an existing or proposed B class use.   | ✓    | An independent <b>Market Assessment</b> has been prepared, assessing the entirety of the AL1 allocation, and has formed the basis of the mix of employment uses proposed.  |
| 4a  | 6ha to be provided within the allocated site with the precise location dependent on suitable topography. .   | ✓    | The entire 6ha of land is provided by the Applicant. Plateaus are proposed to ensure a suitable topography.  |
| 4b  | The design and layout of the employment element of the mixed use site should be compatible with, and not prejudice the delivery of, the football facilities.   | ✓    | The Football Club will connect to the internal estate road and will be served by a pedestrian/cycle path from the A5.  |
| 4c  | Funding for the football club may be funded in part by contributions from the Council's Community Infrastructure Levy.   | N/A  | This is not applicable to the Proposed Development   |
| 5a  | Access to the employment site to be from the A5.   | ✓    | A new roundabout is proposed on the A5 to provide access to the Site.  |
| 5b  | Access to the football club site to be provided by the developer of the employment part of the site, from either within the employment site or from a new separate access from the A5 and provision of an unfettered road access point to the edge of the football club site.  | ✓    | Access to the football club land is provided from within the Site via the internal estate road and will be unfettered.   |
| 5c  | Good accessibility to public transport services should be provided for, including contributions to the cost of diverting existing routes through the site or to support existing local services and promote sustainable travel.  | ✓    | The Applicant is proposing to deliver new bus stops to serve the development and will contribute to the cost of providing a bus route to and through the Site.   |

| No. | POLICY WORDING  | MET? | APPLICANT RESPONSE  |
|-----|---|------|---|
| 5d  | A transport assessment and travel plan will be required to assess the transportation implications of the proposed development and to identify appropriate mitigation measures.  | ✓    | A <b>Transport Assessment</b> and <b>Framework Travel Plan</b> have been submitted in support of the Application, which includes a cumulative impact assessment. Highways modelling and appropriate mitigation measures have been agreed with the highways authority and will be delivered as part of the Proposed Development to fully mitigate the forecast impacts.                |
| 5e  | provision of new footpaths and cycleways that link to existing networks and safe crossing points on the A43.  | ✓    | Footpaths and cycleways are provided within the southern, western and northern landscaped buffers of the Site. The Applicant will also improve the A5, providing an improved pedestrian / cycleway down to, and across, the Tove Roundabout facilitating safe connections into Towcester.   |
| 6a  | A detailed heritage impact assessment will be required for the whole site, to be agreed with the Local Planning Authority in consultation with Historic England, prior to the design of the scheme in order to inform the height of any proposed buildings, layout and extent of the development. This will explicitly include an assessment of the height of any new buildings and impact on the Easton Neston Grade II* Registered Park and Garden as well as detailed consideration of any impacts on designated and non-designated heritage assets and subject to the assessment being agreed a programme of informed mitigation to be included with any application. | ✓    | A <b>Built Heritage Statement</b> has been prepared to inform the height of the proposed buildings and development parameters. Included in this is an assessment of the potential impact on the Easton Neston estate. The Statement shows there will be no harm to the heritage assets there.   |
| 6b  | A detailed strategic landscape assessment of the whole site to deliver a high quality landscaped setting within and around the boundary of the proposal.  | ✓    | Details of the landscaping strategy are set out and assessed in the <b>Design and Access Statement</b> and the <b>Environmental Statement</b> . The strategy has been informed by a landscape and visual assessment of the Site, with all strategic landscaping included in the detailed component of the application to ensure early delivery.                                       |
| 6c  | Prior to submission of an application, detailed assessment for the whole site to characterise archaeological remains and identify direct impact of development proposals to inform design and a programme of archaeological mitigation.   | ✓    | Details of the archaeological work carried out is set out in the <b>Archaeological Evaluation Report, Geophysical Survey Report</b> , and the <b>Archaeological Desk-based Assessment</b> . The phasing strategy has been informed by the results of these surveys to allow further trenching and mitigation works to be carried out ahead of development.                            |
| 6d  | Provision of utilities up to the edge of the site for the football club.  | ✓    | Utilities are provided to the edge of the Football Club land such that the Club will be readily able to connect to them.  |
| 6e  | Appropriate financial contributions to mitigate the impact of the development.  | ✓    | The Applicant will negotiate with the Council to agree contributions that are necessary to make the application acceptable in planning terms, and that are relevant and fairly and reasonably related in scale to the proposed development. Any such contributions will be secured through a mutual agreement made under s106 of the Town and Country Planning Act 1990 (as amended). |





Improvements at the Tove Roundabout for the benefit of all users and to accommodate the development



Lorries will be routed away from the A5 southbound, avoiding Towcester town centre



Our proposal would generate much less traffic than other schemes, such as a business park



Sustainable transport and car sharing will further reduce vehicle movements



Pioneering architectural design using carefully chosen colours will help the development to blend into its natural surroundings



Our updated landscaping plan features taller bunds than initially proposed and an increased density of mature vegetation



Shift patterns will avoid peak travelling periods



Providing utilities connections for the proposed new home of Towcester Town FC



Our proposal meets all the planning policy requirements (Policy AL1)



Providing major investment to counteract the 'Cost of Living Crisis'