

DIRFT III PLANNING FOR THE FUTURE

THE EXPANSION OF DAVENTRY INTERNATIONAL
RAIL FREIGHT TERMINAL

Summary of Proposals for DIRFT III

FOREWORD

The Rugby Radio Station site has a rich history and over the last century it has been used intensively, at the forefront of the UK's wireless communications. Over time this use has become redundant and the site now represents one of the most well located redevelopment sites in single ownership anywhere in the country.



Graeme Paton
Head of UK Property,
BT Property



Robin Woodbridge
First Vice President, Development
ProLogis UK



Neil McLeod
Aviva Investors
Director of Rugby Radio Station
Limited Partnership

The site is currently recognised by its array of radio masts, security fencing and the prominent 'C station' building at its centre. It is bounded by the M1 to the east, with the A5 running through its centre. This means that the site straddles the border between the East and West Midlands and has long lent itself to two separate but complementary uses.

Stretching back as far as 2003, Rugby Radio Station Limited Partnership (RRSLP) – a joint venture between BT and Aviva Investors – has been engaging with local stakeholders and promoting a new use for the entire site. With its partner ProLogis, RRSLP has been working to deliver the expansion of Daventry International Rail Freight Terminal (DIRFT) on the section of land to the east of the A5. This project is known as 'DIRFT III'. RRSLP is also promoting proposals to the west of the A5 with Rugby Borough Council for a housing-led 'sustainable urban extension' to Rugby.

The DIRFT III proposals have an important role to play in the future of the UK logistics industry. An expanded operation at the DIRFT estate has the potential to support large-scale rail served logistics development, which will provide thousands of new jobs, reduce carbon emissions in the way goods are distributed, and deliver an exemplar facility that the local area, wider region and country can be proud of.

Notwithstanding the previous years of engagement and consultation on the proposed redevelopment of the site, the publishing of this document marks the start of the formal pre-application consultation process for DIRFT III. The proposals are for a nationally significant piece of infrastructure and, as a result, will be considered by the Infrastructure Planning Commission (IPC).

Once an application is accepted by the IPC it will then go through a process of Examination, following which the IPC will make a recommendation to the Secretary of State on whether or not a development consent should be granted and, if so, on what terms. The purpose of this document is to summarise the proposals and our objectives in simple terms, to explain what the potential impacts might be and to invite views on the proposals.

There are many ways to have your say and these are detailed further in this document. We look forward to receiving your comments and continuing our dialogue with local communities and other stakeholders in the area.

Moving freight by rail rather than road produces:

3.4
times less CO₂ per tonne-km
70%
less carbon emissions

Source:
Department for Transport
Delivering a Sustainable Transport System:
The Logistics Perspective (December 2008)

SUMMARY OF PROPOSED DEVELOPMENT

The expansion of DIRFT comprises: a rail link from the existing terminal to a replacement rail terminal which includes new transshipment sidings, container storage and an HGV reception area; up to 714,000 sq m of rail served storage and distribution floorspace; operational facilities including rail control building and staff facilities; a lorry park; strategic open space, and; infrastructure to serve including roads and bridges.

ABOUT DIRFT

DIRFT is often referred to as a 'Strategic Rail Freight Interchange (SFRI)'. In essence it is a rail-linked logistics park with an intermodal area where goods can arrive or be dispatched by either road or rail. The current facility includes the Rail Port ('the intermodal area'), 390,645 sq m of warehousing (known as DIRFT I) and a further 180,741 sq m of rail-linked warehousing (known as DIRFT II) which is currently under construction. The site currently employs around 4,000 people with a further 2,000 people anticipated at DIRFT II.

Logistic buildings at DIRFT (warehouses for storage and distribution) are either owned or operated by individual occupiers. Many of these are high street retailers and some of these buildings are also directly rail-connected, so goods from trains can be unloaded directly into them. Depending on the nature of their business, occupiers will often receive goods from suppliers to this central location and then redistribute them across their own network of regional warehouses or direct to shops.

Logistics parks form an essential part of the supply chain for most of the goods which we all rely on. Most retailers in Europe operate 'just in time' stock management systems which means that shops need to be continually resupplied to meet customer demands and keep prices low.

WHY DO WE NEED DIRFT III?

DIRFT is widely recognised as Britain's most successful SRFI and its rapid growth shows how increasingly important rail is to the quick and efficient movement of goods. This is central to the way we all lead our lives and a vital part of a more sustainable future – utilising rail can save costs, reduce carbon emissions and help to remove HGVs from congested highways.

The success of DIRFT has led to it nearing the capacity of goods that it can handle and businesses that it can accommodate. The current level of usage was not envisaged when DIRFT was first designed and this is resulting in continual and worsening damage to the surface of the intermodal area. The provision of a new intermodal area would provide efficient and state-of-the-art facilities, and, importantly, would enable additional logistics operators and local

businesses to take advantage of the benefits of a rail served logistics park.

The team believes there are clear benefits of expanding DIRFT compared to the development of a new site which would create greater disturbance and environmental and social impacts. The largely flat nature of the site is also an important factor for accommodating a new rail freight interchange. In addition, the proposed site for DIRFT III has unrivalled attributes in terms of its location. Sitting on the axis of the M1, M6, A14 and A5, it crucially has an existing connection to the 'Northampton Loop' branch of the West Coast Mainline railway. Its close proximity to key markets, and the ability to provide thousands of jobs close to areas of population growth, make DIRFT an appealing prospect for both businesses and employees.



Photo of the current DIRFT Intermodal area



PROLOGIS RAIL FREIGHT STRATEGY

ProLogis is seeking to develop a network of rail-linked sites at locations across the UK, which will link with other logistics operators' facilities. This will help to ensure that rail can make the most effective contribution to its customers' supply chain. This network includes existing and proposed Strategic Rail Freight Interchanges (SRFIs), large sites at the intersections of major road and rail networks containing rail served warehousing and container handling facilities.

In line with Department for Transport policy guidance, the ProLogis Rail Freight Interchanges (RFIs) have been designed to be rail-served distribution parks. These

'freight villages' include onsite intermodal areas where freight can be transferred directly from road to rail, making rail freight a cost-effective option for a wide range of companies.

There is a strong desire in government, industry and amongst the general public to move more freight off roads and on to rail. This provides the opportunity to save time, money and carbon emissions. Critically, in order to deliver this vision the UK must seek to provide enough rail freight interchanges, in the right locations, to ensure that goods can move on and off rail as efficiently as possible.

“What ProLogis can deliver is the final piece of the jigsaw for the success of rail freight. ProLogis has the ability and the vision to offer a network of interchanges and many of the major retailers have already turned to rail for a significant part of their distribution needs.”

Lord Tony Berkeley Chairman, The Rail Freight Group

CGI of ProLogis' proposed RFI at Eurohub Main, Corby

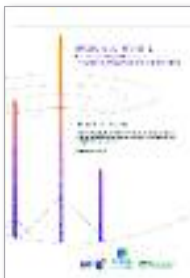




The symposium in session



Lord Tony Berkeley speaking at the DIRFT symposium



Download the Symposium Report at www.DIRFTIII.com



The 'Purple Book' discussion document (2008)



The 'Red Book' discussion document (2003)

PREVIOUS CONSULTATION

There has already been a range of consultation activities concerning the proposals for DIRFT III. These have included the publishing of the The 'Red Book' (2003) and The 'Purple Book' (2008) to present options for the redevelopment of the entire Radio Station site. Specifically over the last two years there have been extensive meetings with local groups and stakeholders, a Design Enquiry (to primarily discuss the proposals for the proposed sustainable urban extension to Rugby) and the holding of the DIRFT Symposium.

DIRFT SYMPOSIUM

On the 22nd March 2010 Rugby Radio Station Limited Partnership (RRSLP) and ProLogis held the 'DIRFT Symposium' to discuss issues in the rail freight industry and the emerging proposals for the expansion of DIRFT. Because the proposals are significant for the local area, the wider region and the UK as a whole, the RRSLP team wanted to offer local, regional and national stakeholders the opportunity to understand, debate and provide feedback on the emerging proposals.

The invitation list was drawn up to encourage maximum attendance from a broad range of stakeholders, from local parish councils to national industry figures. The full Symposium Report is available to download from the project website and details the discussions that took place and topics that were covered during the event.

SYMPOSIUM TOPICS

- The value of rail freight to the UK
- The national picture, need and future policy
- A freight user's perspective
- Sustainability in the sector
- Local, national and regional policy contexts
- A presentation of the DIRFT III concept plans and aspirations
- An overview of the integration with the Rugby housing land
- Emerging designs for DIRFT III
- Traffic assessments
- A plenary (discussion) session

JUNCTION 18 LIAISON FORUM

The Forum was initially established for local parishes and groups following the approval of planning permission for DIRFT. It has been in operation since and the team has been providing update presentations on the proposals for DIRFT III since 2009.

SUMMARY OF STAKEHOLDERS ENGAGED TO DATE

- Lilbourne Parish Council
- Crick Parish Council
- Kilsby Parish Council
- Barby and Onley Parish Council
- Eastlands & Hillmorton Community Forum
- Fosse Community Forum
- Daventry District Council
- Rugby Borough Council
- Northamptonshire County Council
- Warwickshire County Council
- Local MPs
- East Midlands Development Agency
- Advantage West Midlands
- East Midlands Regional Assembly
- Homes and Communities Agency
- West Northamptonshire Joint Planning Unit
- Opun (East Mids)
- Highways Agency
- English Heritage
- Natural England
- Wildlife Trusts
- Environment Agency
- Severn Trent Water
- E.On
- Northants Fire and Rescue Service
- Northants Police Service

THE PROPOSALS

This page shows an illustrative masterplan of the proposals for DIRFT III in context to its current and possible future surroundings. DIRFT II is currently being built and includes 180,741 sq m of directly rail-connected buildings.

DIRFT I & II

The original DIRFT estate includes 16 warehouse buildings and a rail port (the 'intermodal area') with associated rail sidings. As part of the proposals for DIRFT III, the current intermodal area would be closed, with the sidings remaining. DIRFT II is currently being built and includes 180,741 sq ft of directly rail-connected buildings. The site currently employs some 4,000 people, with over 2,000 more anticipated once DIRFT II is completed and occupied.

1

DIRFT III

The DIRFT III proposals would include: a rail link from the existing terminal to a replacement rail terminal which includes new transshipment sidings, container storage and an HGV reception area; up to 714,000 sq m of rail served storage and distribution floorspace; operational facilities including rail control building and staff facilities; a lorry park; strategic open space, and; infrastructure to serve including roads and bridges. Although the 'Lilbourne Meadows' would be created at the outset of the project, the development is likely to be completed over approximately 15 years. The proposals are also expected to generate around 9,000 new jobs.

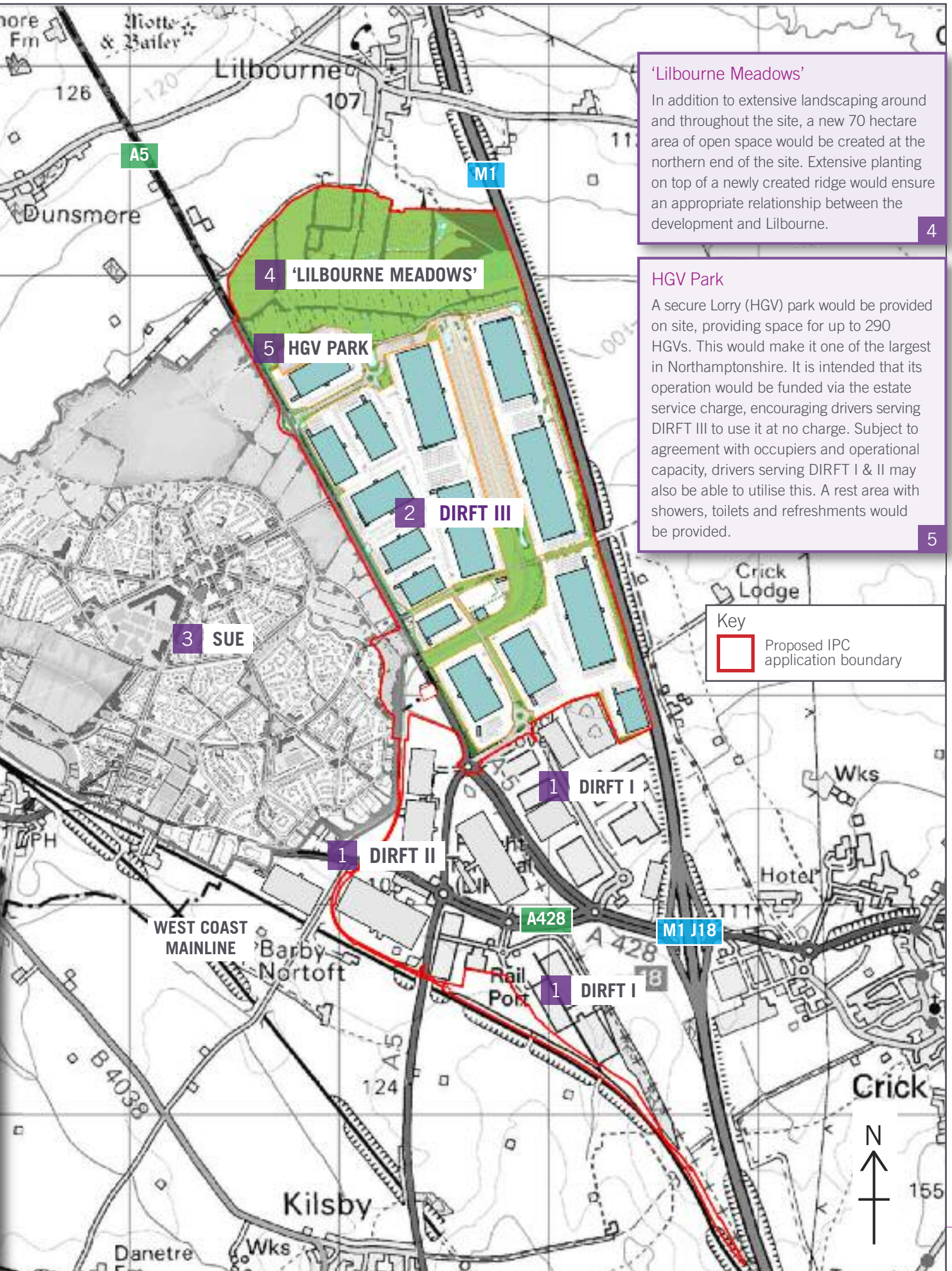
2

Sustainable Urban Extension (SUE) to Rugby

This image also includes the proposed masterplan (in grey) for the SUE proposals on Radio Station land to the west of the A5. This proposal includes some 6,200 new homes, public open space and employment areas to create up to 2,800 new jobs. These proposals are a proposed allocation in Rugby Borough Council's Core Strategy document and this is subject to an Examination in Public by a government inspector which commenced in December 2010.

3






'Lilbourne Meadows'

In addition to extensive landscaping around and throughout the site, a new 70 hectare area of open space would be created at the northern end of the site. Extensive planting on top of a newly created ridge would ensure an appropriate relationship between the development and Lilbourne.

HGV Park

A secure Lorry (HGV) park would be provided on site, providing space for up to 290 HGVs. This would make it one of the largest in Northamptonshire. It is intended that its operation would be funded via the estate service charge, encouraging drivers serving DIRFT III to use it at no charge. Subject to agreement with occupiers and operational capacity, drivers serving DIRFT I & II may also be able to utilise this. A rest area with showers, toilets and refreshments would be provided.

Key

 Proposed IPC application boundary

KEY AIMS AND OBJECTIVES OF THE PROPOSALS

One of the main reasons the proposals for DIRFT III are being developed is to increase the capacity and ‘throughput’ of DIRFT so that increasing demand can be met. Demand is rising because of pressure to reduce carbon emissions in the supply chain and avoid the costs and delays of an over reliance on the UK’s congested road network, thereby giving a more resilient supply chain.

KEY AIMS OF THE DIRFT III PROPOSALS

- To increase throughput at DIRFT, allowing more goods to be processed
- To improve the efficiency of the intermodal area and how containers are stored and moved around the estate
- To provide more capacity for new businesses to locate at DIRFT and enjoy the benefits of being close to a rail connection in a key strategic location

The opportunity

Rail freight goods arrive and depart at DIRFT from Europe (through the channel tunnel), from UK ports (such as Felixstowe or Southampton) or from other rail freight interchanges in the UK. Moving more of these goods on rail for these journeys can deliver a range of significant cost, time and environmental benefits. Increased quantities of goods cannot be transported by rail unless there are convenient and efficient facilities to unload them from.

The expansion of DIRFT also presents an opportunity to create significant employment – it is envisaged that the proposals would create around 9,000 jobs. In the coming years significant population growth is expected in the wider area. The proposals would generate a wide range of jobs including high, medium and low-skilled roles, as well as professional, office-based and support service positions. In recent years the logistics industry has also shown itself to be significantly resistant to the economic downturn.

Development schedule

The exact building sizes and layout are not being fixed at this point because it is expected that each building will be built to individual customer requirements and, as always, these are likely to change and evolve throughout the lifetime of the development. The table below therefore shows the maximum development area for the site. A full breakdown and detail of the building zones is shown on development framework plans which are included as part of the Preliminary Environmental Information (PEI), which is available to download via the website. The PEI and this document include an illustrative masterplan which shows a current realisation of the proposals.

AREA OF PROPOSED DEVELOPMENT	DEVELOPMENT AREA (NET)	ANTICIPATED NUMBER OF BUILDINGS	MAXIMUM BUILDING FLOORSPACE
Logistics buildings	163.3 hectares	10-32*	up to 714,000 m ²
Intermodal Area	15.4 hectares	10	3,500 m ²
HGV Park	3.5 hectares	1	500 m ²
Lilbourne Meadows	70.0 hectares	None	N/A

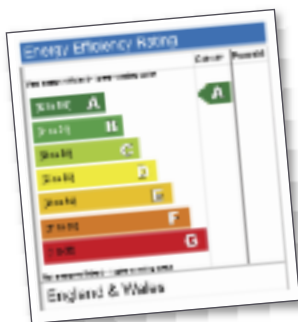
**Buildings will be developed according to customer requirements. The range indicated shows the maximum number of smallest or the maximum number of largest buildings - the final development is likely to see a mixture of building sizes.*

BUILDING DESIGN

The design of the buildings proposed for DIRFT III will be an important element of the proposals. DIRFT I was constructed before ProLogis became involved and it therefore had no input into the design of those buildings. However, for DIRFT III the aspiration is to move towards more visually interesting buildings such as those with barrel vaulted roofs, as shown below.

ENVIRONMENTAL CREDENTIALS

Sustainability credentials are at the heart of ProLogis' development aspirations. All new buildings will target an 'Excellent' award for the BREEAM environmental certification system and an 'A' rating in their Energy Performance Certificate (EPC). ProLogis is also considering the opportunity to utilise photovoltaic panels on building roofs, subject to legal and financial viability. This could produce up to 20MW of renewable energy at DIRFT III. In the UK, all ProLogis' facilities are designed and constructed to operate as passively as possible to minimise the need for energy use and maximise the efficiency of essential energy usage. They are also designed to minimise the impact of embodied carbon and, where possible, include Low or Zero Carbon (LZC) systems to meet customers' specific business needs.



breeam



ProLogis building at Marston Gate, occupied by Amazon



ProLogis building at Grange Park, Northampton

OFFICES

Each building plot, and indeed the whole of the DIRFT III site, will be extensively landscaped to create an attractive setting. Each building will incorporate substantial office accommodation to serve the distribution use and for those buildings adjacent to the A5, the intention is to create an office frontage onto the road. Images of recent office accommodation as part of ProLogis' logistics buildings are shown below.



M&S building at ProLogis Park Bradford



ProLogis Park Pineham

WHAT ARE THE KEY ISSUES FOR THE DEVELOPMENT OF DIRFT III?

The team is carrying out an Environmental Impact Assessment (EIA) of the proposals for DIRFT III. This aims to systematically identify significant effects and seek to reduce or remove adverse effects through mitigation measures.

PRELIMINARY ENVIRONMENTAL INFORMATION (PEI)

The development team has also compiled a set of detailed and technical information for consultation – known as the ‘Preliminary Environmental Information (PEI)’.

This information is available to view on the project website – www.DIRFTIII.com – or at the offices of Rugby Borough and Daventry District Councils.

The PEI gives more information on the impacts and issues as detailed on this page. These impacts will be fully assessed as part of the Environmental Impact Assessment (EIA) that will accompany the application.

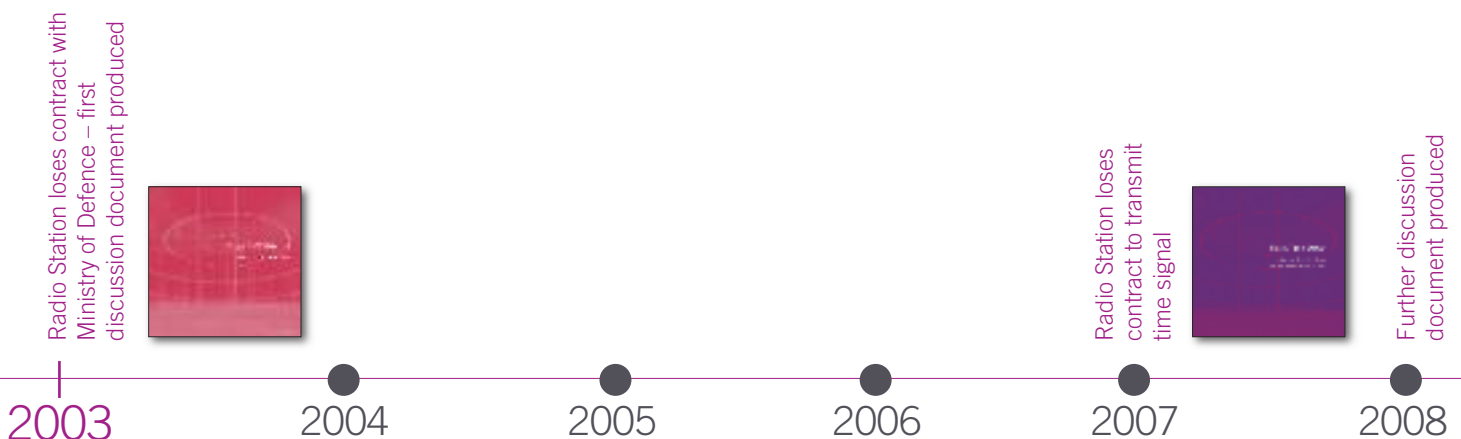
The issues being assessed have been agreed with the IPC and the effect of the scheme against the following issues is being considered:

- Transportation (see section 5.0 of the PEI)
- Landscape - (see section 6.0 of the PEI)
- Water resources - (see section 7.0 of the PEI)
- Biodiversity - (see section 8.0 of the PEI)
- Cultural heritage - (see section 9.0 of the PEI)
- Ground Conditions - (see section 10.0 of the PEI)
- Noise and vibration - (see section 11.0 of the PEI)
- Air quality - (see section 12.0 of the PEI)
- Socio economics - (see section 13.0 of the PEI)
- Utilities and energy- (see section 14.0 of the PEI)
- Agriculture - (see section 15.0 of the PEI)

A document that provides Preliminary Environmental Information (PEI) on the site and the proposals is also produced at this time, to assist with consultation.

DEVELOPMENT DESCRIPTION

The proposals will be the subject of an application for Development Consent to the IPC. The expansion of Daventry International Rail Freight Terminal (DIRFT) comprises: a rail link from the existing terminal to a replacement rail terminal which includes new transshipment sidings, container storage and an HGV reception area; up to 714,000 sq m of rail served storage and distribution floorspace; operational facilities including rail control building and staff facilities; a lorry park; strategic open space, and; infrastructure to serve including roads and bridges.



CONSULTATION

Consultation is an important part of any major planning application. RRSLP and ProLogis have been engaging with local communities, representatives and stakeholders on the future of the Radio Station site as far back as 2003.

In 2010 this consultation has included:

- Presentations to five local parish councils and attendance at key local community forums
- Ongoing discussions with an array of technical consultees
- Undergoing a 'design review' with Opun (the Architecture Centre for the East Midlands)
- Holding a 'symposium' on the proposals for a range of local, regional and national stakeholders.

LOCAL COUNCILS

Although the application will be submitted to the Infrastructure Planning Commission (IPC) the local planning authority still has a significant role to play (the application area is located in Daventry District Council with some small areas within Rugby Borough Council). The local authorities will have to produce an individual or combined 'Local Impact Report' as part of the IPC process.

The RRSLP team will continue to hold discussions with both authorities leading up to the submission of an application.

HOW TO GET INVOLVED

The development team is now preparing a submission to the Infrastructure Planning Commission (IPC) and is conducting a period of formal consultation on its proposals for an expansion to DIRFT. Views from the local community are sought in relation to all aspects of the proposals.

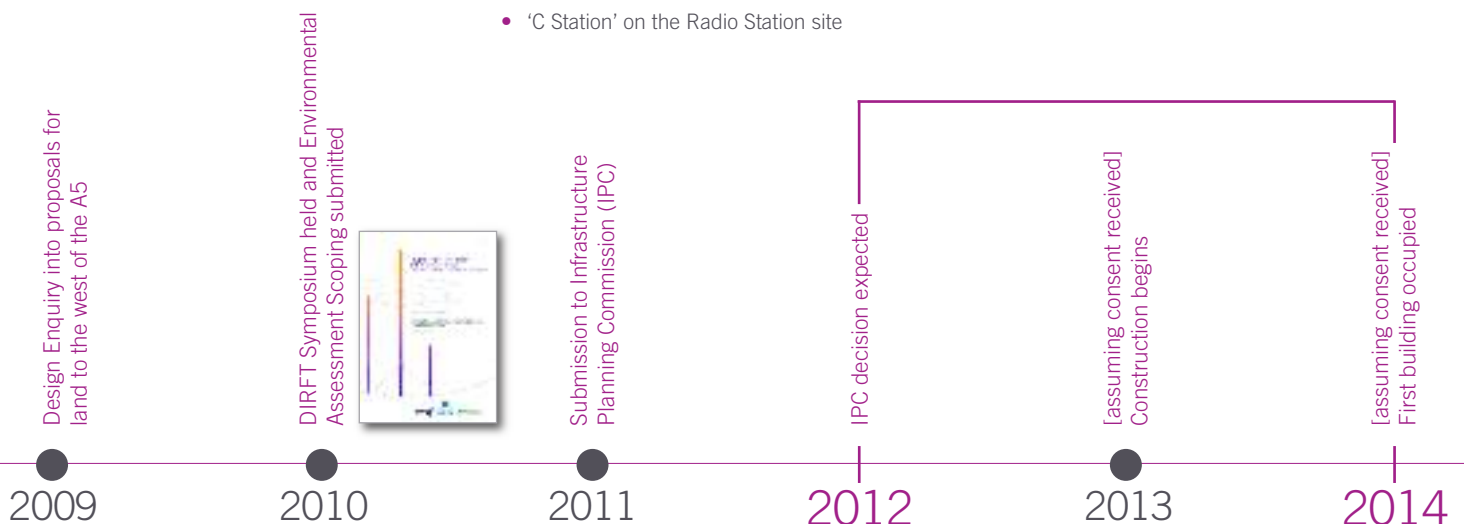
The formal consultation details are set out in a Statement of Community Consultation (SOCC), which is available to download from the project website and will be published in local newspapers. It states that the project team intends to consult local people and welcome comments through a variety of methods. This document is part of that consultation process.

A number of public exhibitions will be held where local people or interested groups can find out more about the proposals, ask questions of the project team and provide feedback. Precise details will be published in the SOCC, although it is intended the events will be held at:

- Lilbourne
- Crick
- Kilsby and Barby
- 'C Station' on the Radio Station site



See short videos about the proposals at www.DIRFTIII.com



FURTHER INFORMATION

This 'Summary of Proposals for DIRFT III' document is intended as a simple, non-technical introduction to the proposals, the main aims and objectives and the likely impacts of the proposed development. As technical documents and studies are prepared and issued they will be published on the project website.

'Preliminary Environment Information' has been prepared as part of the pre-application consultation process. This is available to view on the project website and is publicly available at the planning departments of Daventry District Council and Rugby Borough Council.

Materials can be provided in alternative formats and all reasonable requests will be met.

GETTING IN TOUCH

For more information, help or to make comments then please get in touch via the following methods:

By post:

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By telephone:

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(to request further information or
ask a question)

comment@radiostationvision.com

(to make a comment about the proposals)

Website:

www.DIRFTIII.com