



Nathaniel Lichfield  
and Partners

Planning Design Economics

**Daventry International  
Rail Freight Terminal  
Design Guide**

**Sustainability Appraisal**

**December 2005**

**CONTENTS**

**1.0 INTRODUCTION ..... 1**  
Structure of the Sustainability Appraisal ..... 2

**2.0 BACKGROUND TO DIRFT ..... 3**  
Introduction ..... 3

**3.0 THE SUSTAINABILITY APPRAISAL AND PLANNING ..... 7**

**4.0 CONTEXT ..... 9**  
Relevant Policies and Plans ..... 9

**5.0 ENVIRONMENTAL, SOCIAL AND ECONOMIC BASELINE DATA ..... 12**

**6.0 SUSTAINABILITY APPRAISAL (SA) FRAMEWORK AND OBJECTIVES ..... 14**

**7.0 PREDICTION OF THE EFFECTS ..... 29**  
Assessing the sustainability effects ..... 29  
Mitigating the adverse effects and maximising beneficial effects ..... 30

**APPENDICES**

APPENDIX A: SUMMARY OF CONSULTEES COMMENTS

APPENDIX B: ANALYSIS OF RELEVANT PLANS AND POLICIES

APPENDIX C: BASELINE DATA

## **1.0 INTRODUCTION**

- 1.1 This Sustainability Appraisal (SA) has been prepared by Nathaniel Lichfield and Partners and accompanies the Daventry International Rail Freight Terminal (DIRFT) Expansion Design Guide. The consultation draft was placed before Planning Committee on the 6<sup>th</sup> July 2005 and the Strategy Group on 21<sup>st</sup> July 2005. Consultation took place for a period of six weeks. A final draft of the SA and Design Guide then returned to Planning Committee on 16<sup>th</sup> November 2005 and Strategy Group on 24<sup>th</sup> November 2005, with the Design Guide being adopted as a Supplementary Planning Document and the Sustainability Appraisal being approved by Full Council on the 8<sup>th</sup> December 2005.
- 1.2 The purpose of the Sustainability Appraisal (SA) is to promote sustainable development through better integration of sustainability considerations into the preparation and adoption of the Daventry International Rail Freight Terminal Expansion Design Guide SPD. The SA considers the SPD's implications, from a social, economic and environmental perspective, by assessing options and the SPD against available baseline data and sustainability objectives.
- 1.3 A Scoping Report of the SA was prepared in June 2005. This highlighted a suggested Sustainability Framework and objectives, which provided a base line for further work, in order to prepare an SA (Consultation Draft) and the Daventry International Freight Terminal Expansion Development Guidelines (Consultation Draft). The Scoping Report was circulated to the four SEA Consultation Bodies (Countryside Agency, English Heritage, English Nature and The Environment Agency) as required by legislation. Their responses to the earlier Scoping Report are summarised in Appendix A. The responses to the SA (Consultation Draft) are also summarised at AppendixA.

## **Structure of the Sustainability Appraisal**

- 1.4 Section 2.0 provides a brief background to Daventry International Rail Freight Terminal (DIRFT) and its future expansion. It also explains the relationship of the Design Guide to the future expansion of DIRFT.
- 1.5 Section 3.0 contains an explanation of the nature of Sustainability Appraisal and its relationship to planning. This section also appraises the objectives of the SPD Daventry International Freight Terminal Expansion Development Design Guide.
- 1.6 Section 4.0 sets out the policy context to the DIRFT Design Guide.
- 1.7 Section 5.0 sets out a summary list of baseline data topics and sets out the difficulties and limitations of the data
- 1.8 Section 7.0 provides a prediction of the effects of the social, environmental and economic affects of the implementation of the SPD in tabular form.
- 1.9 Section 8.0 summarise the SPD's prediction of the effects of the SPD on the social, environmental and economic indicators identified as relevant to the DIRFT Expansion development. This includes an assessment of the probability, duration, frequency and reversibility of the effects on the geographical area, ways of mitigating the adverse effects and maximising the beneficial effects of the SPD.

## **2.0 BACKGROUND TO DIRFT**

### **Introduction**

- 2.1 This SPD applies to the DIRFT Expansion Site as granted outline planning permission by Daventry District Council on 10 January 2005. Other parts of the DIRFT development granted planning permission in the 1990's at DIRFT South, Central and East are almost completed and have been subject to a previously agreed Design Guide. The description of the components of DIRFT in the subsequent section is included to provide context and background to the future expansion of DIRFT.

### *DIRFT*

- 2.2 DIRFT provides warehouse, distribution and manufacturing units of varying sizes on land to the west of the A5, north and south of the A248 and north of the Northampton loop on the West Coast Main Line (WCML) and is located at the centre of mainland Britain's distribution and manufacturing heartland. It is a highly successful development initiative based around the concept of an international rail-port linking the UK with the continent, via the Channel Tunnel and East Coast Ports.
- 2.3 DIRFT enjoys excellent rail connectivity with its strategic location on the WCML and direct link to the Channel Tunnel, domestic destinations and deep sea ports. Rail freight transport confers significant time, cost and environmental benefits and DIRFT has demonstrated that it is ideally located to exploit these advantages.
- 2.4 DIRFT enjoys excellent links to the hub of the UK's strategic highways network. The M1/M6 junction is only approximately 5 miles to the north. Excellent cross country east-west links exist via the A14 (A1/M1 link) and DIRFT is also well connected to other main population centres via the A5 trunk road which passes directly by DIRFT.

### *DIRFT South*

- 2.5 This 55 hectare (135 acre) site immediately to the north of the WCML contains the Rail Port (the intermodal terminal area where trains arrive and where containers and other intermodal freight units are transferred between rail and road) and rail-served warehousing and industrial units. The site is bound by the A428 to the north and the A5 to the west. To the east, the site adjoins Watling Street (the line of the former Roman Road). DIRFT South is fully completed, accommodating three rail connected distribution / manufacturing buildings and three distribution and warehousing buildings to the west of the Rail Port.

### *DIRFT Central*

- 2.6 This 16 hectare (40 acre) site is located to the north of the A428 and west of the A5 link road to the M1 Junction 18. A scheme of 69,700 sq m (750,000 sq ft) of industrial and distribution floorspace is currently under construction and shall be completed by the end of 2005.

### *DIRFT East*

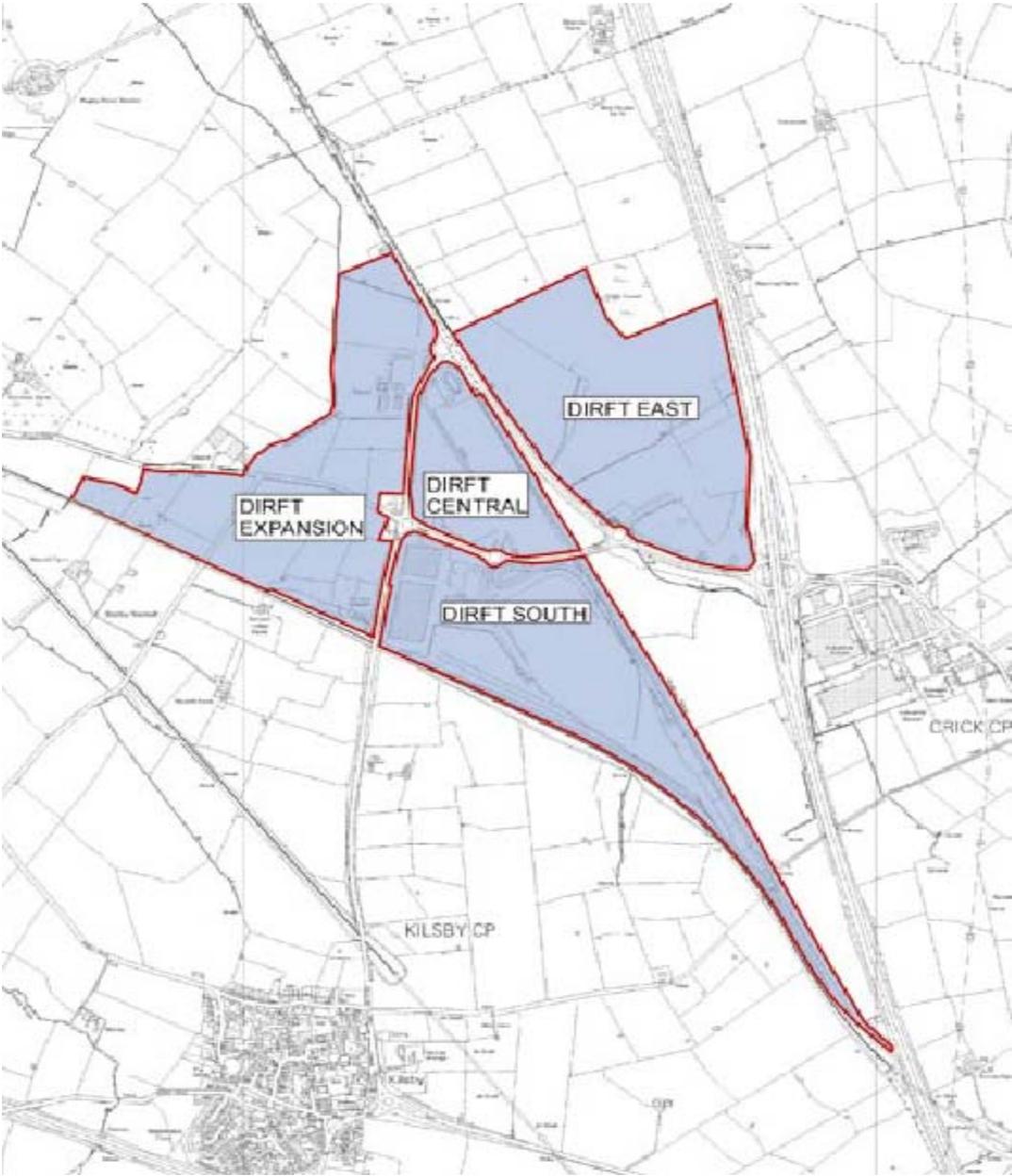
- 2.7 This 53 hectare (132 acre) site is bound by the M1 motorway to the east and the A5 / M1 link road to the west. Outline planning permission was granted in 1993 for distribution and warehousing development. As at April 2005, completed development at DIRFT East comprised approximately 130,000 sq.m and only two small plots (totalling 8 hectares) remain to be developed, at the time of writing this document.

### *DIRFT Expansion*

- 2.8 Outline permission was granted on 10<sup>th</sup> January 2005 for the expansion of DIRFT to provide 180,741 sq m (1,945,500 sq ft) of warehouse, distribution and manufacturing buildings, an extension to private rail sidings, construction and extension of bridges, highway realignment, parking and landscaping.

- 2.9 The DIRFT Expansion Site covers an area of 54 hectares (133 acres), located to the west of the existing DIRFT facility. The A5, to the east, and the WCML to the south, contain the site, whilst the western boundary is marked by the administrative boundary between Daventry District / Northamptonshire County and Rugby Borough / Warwickshire County. It is also the boundary between the East and West Midlands Regional Planning areas. The A428 bisects the site from its junction with the A5.
- 2.10 The Design Guide will relate to this part of the overall DIRFT development only and will provide a clear framework for the future expansion of DIRFT. The Design Guide will describe the main structural elements of the DIRFT Expansion Site, which are already agreed in principle with the relevant authorities and provide detailed advice for the development of individual plots. The document will provide a degree of certainty for the local authority, people living nearby and incoming occupiers of buildings as to the eventual form of completed development.

**Figure 1: Site Location Plan**



### 3.0 THE SUSTAINABILITY APPRAISAL AND PLANNING

3.1 Under the Planning and Compulsory Purchase Act 2004, Sustainability Appraisal (SA) is mandatory for Regional Spatial Strategies (RSS), Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). Sustainability Appraisal helps local planning authorities to fulfil the objectives of contributing to the achievement of sustainable development in preparing their plans. When preparing SPDs, local planning authorities must now comply with the European Union Directive 2001/42/EC on the 'assessment of the effects of certain plans and programmes on the environment' (the 'strategic environmental assessment' or SEA Directive).

3.2 Section 39 of the Planning and Compulsory Purchase Act 2004 requires local development documents to be prepared with a view to contributing to the achievement of sustainable development.

3.3 The most frequently quoted definition of sustainable development was drawn up by the World Commission on Environment and Development (WCED), 1987 which states that sustainable development is:

*“development which meets the needs of the present without compromising the ability of future generations to meet their own needs” (World Commission on Environment and Development (WCED). Our common future. Oxford: Oxford University Press, 1987 p. 43).*

3.4 The Government's four aims for sustainable development are set out in 'A Better Quality of Life, A Strategy for Sustainable Development' and are:

- Social progress, which recognises the needs of everyone;
- effective protection of the environment;
- the prudent use of natural resources; and
- maintenance of high and stable levels of economic growth and employment.

3.5 Planning should facilitate and promote sustainable and inclusive patterns of urban and rural development by:

- making suitable land available for development in line with economic, social and environmental objectives to improve people's quality of life;
- contributing to sustainable economic development;
- protecting and enhancing the natural and historic environment, the quality and character of the countryside, and existing communities;
- ensuring high quality development through good and inclusive design, and the efficient use of resources; and
- ensuring that development supports existing communities and contributes to the creation of safe, sustainable, liveable and mixed communities with good access to jobs and key services for all members of the community.

3.6 In applying the principles of sustainable development, consideration needs to be given to how the SPD meets the Government's four objectives. The Daventry International Rail Freight Terminal Expansion Design Guide deals with development, which inevitably means there will be some negative impacts, for example increased use of natural resources such as building materials and energy consumption. However, there is an opportunity to reduce contributions to the global climate change through, for example, the encouragement of the use of more sustainable modes of transport and energy efficient designs.

3.7 This Appraisal is concerned with how well the Design Guide provides the opportunity to ensure that the DIRFT Expansion Site achieves greater sustainability. It is not for the Appraisal to promote a "policy for everything" within a planning document. It is for the planning document to take account of the ways that greater sustainability might be brought about.

## 4.0 CONTEXT

### Relevant Policies and Plans

- 4.1 The DIRFT *Design Guide* has been prepared in the context of national, regional and local planning policy and other strategies, plans and programmes. An analysis of relevant national, regional and local plans, strategies and policy documents was undertaken to identify any external social, environmental or economic objectives that need to be reflected in the sustainability appraisal process specifically for the DIRFT Design Guide .
- 4.2 The purpose of reviewing other plans and programmes and sustainability objectives is to ensure that the relationship with these other documents and requirements are explored to deal with any inconsistencies and constraints.
- 4.3 The plans, programmes and sustainability objectives that need to be considered include those at an international, national and regional and local scale.
- 4.4 The Design Guide and preparatory work for the SPD had already considered a number of planning policies and guidance documents, however to meet the SA's requirements a broader range were considered, in particular those with environmental protection and / or sustainability objectives.
- 4.5 Table 1 below shows a summary list of plans and programmes that were reviewed as part of the SA. Appendix B contains a review of these and the implications for the SPD.

**Table 1: List of Plans and Programmes reviewed**

Plan or Programme
<b>National Planning Policy</b>
PPS1: Planning and Sustainable Development
PPG4: Industrial and Commercial Development and small firms
PPG13: Transport
PPS22: Renewable Energy
PPG25: Development and Flood Risk
<b>Regional Planning Guidance</b>
Regional Spatial Strategy for the East Midlands (RSS8)
<b>Local Planning Policy</b>
The Daventry District Local Plan
The Local Development Framework
<b>Other</b>
State of Freight Report
Northamptonshire Landscape Character Assessment
Planning Out Crime

4.6 The Plans and programmes reviewed provided different types of information and fulfil different roles, including:

- A source of baseline data;

- A source of sustainability objectives that should be reflected in the SA process; and
- An influence over the SPD preparation and a higher level policy context;

4.7 Generally, no major inconsistencies between policies were identified, although several plans were the source of policies, conditions etc, which provide the context within which the SPD has been framed.

## **5.0 ENVIRONMENTAL, SOCIAL AND ECONOMIC BASELINE DATA**

- 5.1 The SEA Directive requires information to be gathered on “the relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan or programme” and “the environmental characteristics of the areas most likely to be most significantly effected”.
- 5.2 Government Guidance stresses that the baseline information provides the basis for predicting and monitoring effects and helps identify sustainability problems and alternative ways of dealing with them. The collection and assessment of broad information/data about the current and likely future state of the area is used within the SA to help predict the SPD’s effects. The Baseline Data is provided at Appendix C and contains an assessment of baseline data indicators for the SPD, including any key trends and targets where they are available.

**Table 2: Summary List of baseline data topics**

<b>DATA THEMES AND TOPICS</b>
SOCIAL
<ul style="list-style-type: none"> <li>• Prosperity and social inclusion</li> </ul>
ENVIRONMENTAL
<ul style="list-style-type: none"> <li>• Traffic</li> <li>• Air Quality</li> <li>• Climate Change and Energy</li> </ul>
ECONOMIC
<ul style="list-style-type: none"> <li>• EMPLOYMENT</li> <li>• Regeneration and Investment</li> <li>• Efficient Movement</li> </ul>

5.3 The majority of the baseline data originates from the original planning application and Environmental Statement which was submitted alongside the planning application.

*Difficulties in collecting data and limitations of the data*

5.4 The baseline data has been effective in providing a snapshot of current issues in the area, and sufficient data has been available to enable an informed and detailed SPD. However, some gaps were identified and problems encountered.

## 6.0 SUSTAINABILITY APPRAISAL (SA) FRAMEWORK AND OBJECTIVES

6.1 The SA Framework to be used for the appraisal is distinct from the objectives of the SPD. The SA framework is there to identify sustainability issues and the desirable directions of change, whilst the objectives define what the SPD will be assessed against. The aim of the SA will therefore be to:

- ensure that the DIRFT Expansion Site Design Guide has the result of relating the expansion site to the existing DIRFT development in a sustainable manner and that it has sustainable links with other areas; and
- that building materials, landscape works etc promote sustainability. Sustainability issues to be considered include social, environmental and economic aspects of development.

6.2 The objectives that the SPD will be assessed against have been derived from the SEA/SA EU Directive (2001/42/EC). Topics include:

- Biodiversity, fauna and flora;
- Population and human health;
- Accessibility;
- Air;
- Minerals;
- Energy;
- Health and Safety;
- Wealth Creation;
- Water;
- Climatic factors;
- Cultural heritage and landscape;
- Social inclusiveness; and

- Economic growth and job creation.
- 6.3 The sustainability objectives have been adapted from the topics identified in the Directive and draft government guidance with amendments to include issues that are relevant to Daventry District.
- 6.4 A Sustainability Framework and the Sustainability Objectives are contained in Tables 3 and 5 below.
- 6.5 Table 3 provides a summary of the broad sustainability issues for consideration i.e. the sustainability framework. Table 5 provides more detail about these issues and assesses the extent to which the Design Guide has addressed them.
- 6.6 Table 4 provides the matrix used for the assessment i.e the key to the appraisal scoring.

**Table 3: Sustainability Framework for the DIRFT Expansion Site**

<b>Sustainability Issue</b>	<b>Desirable direction of change</b>
Accessibility	<ul style="list-style-type: none"> <li>• Enable people to have similar and sufficient levels of access to services, facilities and opportunities</li> </ul>
Health and Safety	<ul style="list-style-type: none"> <li>• Improve overall levels of health and reduce the fear of crime</li> </ul>
Biodiversity/ Fauna/ Flora	<ul style="list-style-type: none"> <li>• Maintain and enhance the diversity and abundance of species</li> </ul>
Landscape Character	<ul style="list-style-type: none"> <li>• Maintain and enhance the quality and character of the landscape, including the site's contribution to its landscape setting</li> </ul>
Built Environment/ Cultural Heritage	<ul style="list-style-type: none"> <li>• Maintain and enhance the quality and distinctiveness of the built environment and the cultural heritage</li> </ul>
Air	<ul style="list-style-type: none"> <li>• Reduce all forms of air pollution in the interests of local air quality and the integrity of the atmosphere</li> </ul>
Water	<ul style="list-style-type: none"> <li>• Maintain and improve the quality of ground and river waters</li> </ul>
Soil	<ul style="list-style-type: none"> <li>• Maintain the resource of productive soil</li> </ul>
Minerals	<ul style="list-style-type: none"> <li>• Maintain the stock of minerals</li> </ul>
Climatic Factors	<ul style="list-style-type: none"> <li>• Reduce vulnerability to climate change, to reduce contributions to climatic change</li> </ul>
Energy	<ul style="list-style-type: none"> <li>• Increase opportunities for energy generation from renewable energy sources and maintain the stock of non-renewable energy sources</li> </ul>
Environment	<ul style="list-style-type: none"> <li>• Reduce vulnerability and effects of climate change</li> </ul>
Wealth Creation	<ul style="list-style-type: none"> <li>• Retain and enhance the factors which are conducive to wealth creation, including infrastructure, and the local strengths and qualities that are attractive to visitors and investors</li> </ul>
Economic Growth and Job creation	<ul style="list-style-type: none"> <li>• Encourage and accommodate the expansion of selected economic sectors involved with advanced manufacturing and exports</li> <li>• Reduce unequal access to jobs</li> <li>• Achieve a continued supply of suitably located sites to facilitate the emergence of clusters.</li> </ul>

**Table 4: Matrix for the Sustainability Appraisal**

→	Significant negative effect (i.e. a move away from the objective)	←	Significant positive effect (i.e. a move towards the objective)	↔	Effect depends on how the policy is implemented (one form of certainty)	*	There is no relationship or no significant relationship between the objective and the policy
→	Marginal negative effect (i.e a move away from the objective)	←	Marginal positive effect (i.e a move towards the objective)	?	It is not known whether the policy will move towards or away from the objective (another form of uncertainty)	T	Denotes a temporary effect

**Table 5: Sustainability Objectives**

Sustainability Issue	Objective Number	Sustainability Objectives	Appraisal Score	Appraisal Comments (Extent to which Development Brief meets Objectives/Mitigates Against These)
Accessibility	A1	<ul style="list-style-type: none"> <li>Assist in the provision of better public transport services</li> </ul>	←	Site is subject to a Section 106 agreement to make contributions towards the provision of public transport.
	A2	<ul style="list-style-type: none"> <li>Help to create better conditions for cycling, walking and disabled access</li> </ul>	← ←	Parking areas have been designed to include disabled parking. Cycling/walking is encouraged by the provision of internal routes linking to external network.
	A3	<ul style="list-style-type: none"> <li>To reduce the effect of traffic on the environment</li> </ul>	←	DIRFT promotes the use of rail for transporting goods offering direct access to major and UK European destinations. It is estimated that the development will remove 56,000 HGVs from the UK road network each year.
	A4	<ul style="list-style-type: none"> <li>Promote higher density development</li> </ul>	← ←	The DIRFT Expansion Site will be designed to ensure that the site maximises the efficient use of land while respecting its landscape context.

	A5	<ul style="list-style-type: none"> <li>Layout designed to provide ease of access to on/off site facilities</li> </ul>	←	Design principles have been set to ensure that designs provide good linkages with on/off site car parking, open spaces, footpaths etc.
	A6	<ul style="list-style-type: none"> <li>Ensure that the development is within easy access of transport corridors</li> </ul>	← ←	The DIRFT Expansion Site is located within close proximity to Junction 18 of the M1. Northampton loop WCML and cross country links via the M1/M6 junction.
Health and Safety	B1	<ul style="list-style-type: none"> <li>Seek to reduce traffic on roads and minimise impact of road traffic</li> </ul>	←	Refer to A3
	B2	<ul style="list-style-type: none"> <li>Encourage use of public transport and encourage more walking and cycling</li> </ul>	← ←	Currently three bus services link DIRFT to the surrounding towns and villages. Shared walking/cycling routes will be provided through the site. This will be secured through the development and implementation of a Travel Plan.
	B3	<ul style="list-style-type: none"> <li>Promote designs/layouts that reduce opportunities for crime</li> </ul>	← ←	Consideration for design that minimises opportunities for crime has been included for example through surveillance, erecting fencing and appropriate landscaping. The SPD refers to the County Council's SPD on Planning out Crime.

	B4	<ul style="list-style-type: none"> <li>Ensure that flood risk is not increased by development</li> </ul>	?	Flood risk assessment requirements are included within the SPD.
	B5	<ul style="list-style-type: none"> <li>Achieve strong and natural links between town and country</li> </ul>	← ←	Landscape requirements aim to provide a soft edge to the development and design is based on a landscape character assessment.
	B6	<ul style="list-style-type: none"> <li>Provide layouts that encourage employee use i.e. to walk/rest at breaktimes</li> </ul>	←	The site dimensions provide opportunities to include incidental recreation areas associated with landscaping zones, including the provision of a bench seat per plot.
Biodiversity/ Fauna/ Flora	C1	<ul style="list-style-type: none"> <li>Identify any wildlife corridors (within green, water or possibly transport corridors) and use these as structural devices in developing layouts, using green infrastructure approach</li> </ul>	←	The landscape strategy has regard to the surrounding character of the site, structural landscaping will include potential habitats for wildlife.
	C2	<ul style="list-style-type: none"> <li>To maintain and enhance the biodiversity, flora and fauna to provide a net gain</li> </ul>	←	The landscape scheme includes opportunities for habitat diversification and landscapes are to be designed accordingly. Including: The recreation of a newt sanctuary and a newly formed nature area; Structure planting of native tree and shrub areas The formation of new balancing ponds in such a way that may create a new wildlife habitat.

	C3	<ul style="list-style-type: none"> <li>• Provide for habitat protection and encourage habitat creation in all new development</li> </ul>	←	The incorporation of locally prevalent species will encourage habitat creation within the site as well as protect fauna locally present. The development includes for the creation of a great crested newt sanctuary.
	C4	<ul style="list-style-type: none"> <li>• Landscape character</li> </ul>	→	Significant structural landscaping will mitigate the visual impact of distribution buildings. However, the buildings will still be seen from public vantage points and have an affect on the local landscape character.
Environment	D1	<ul style="list-style-type: none"> <li>• Reduce contributions to climate change</li> </ul>	←	An average freight train can remove 50 HGVs from our roads. Rail freight can play a key role in reducing pollution and climate change. Railways have a significantly smaller land take
	D2	<ul style="list-style-type: none"> <li>• Reduce vulnerability to climate change</li> </ul>	←	
	D3	<ul style="list-style-type: none"> <li>• Reduce effects on climate change</li> </ul>	←	
	D4	<ul style="list-style-type: none"> <li>• Improve air quality</li> </ul>	←	

	D5	<ul style="list-style-type: none"> <li>• Conserve soil resources and quality</li> </ul>	→	<p>than roads. Rail corridors also contribute to local bio diversity. The Design Guide seeks to incorporate a number of sustainability principles via their planning applications including the promotion of energy efficiency schemes and sustainable drainage systems. The landscape strategy is intended to respect and minimise the effects of the development.</p>
Landscape Character	E1	<ul style="list-style-type: none"> <li>• Use an understanding of landscape character as an important factor in determining the scale, location and form of development</li> </ul>	→	<p>The SPD establishes the primary landscape character as the basis on which to develop individual plot landscaping and is influenced by Northamptonshire Landscape Character Assessment.</p>
	E2	<ul style="list-style-type: none"> <li>• Seek to maintain and enhance the existing landscape character through mitigation measures such as screening and new landscaping proposals, as informed by the Northamptonshire Environmental Character Assessment.</li> </ul>	→	<p>The SPD establishes the primary landscape character as the basis on which to develop individual plot landscaping.</p>
Built Environment/ Cultural Heritage	F1	<ul style="list-style-type: none"> <li>• Understand and respect the distinctive character of an area when determining the layout/design</li> </ul>	←	<p>Refer to E1.</p>

	F2	<ul style="list-style-type: none"> <li>Promote sustainable, good design and the use of high quality materials in new development</li> </ul>	←	The Expansion will use natural materials sustainably, aim to reduce pollution by using locally sourced materials to reduce transport impacts and promote energy efficient buildings (See Section 5 of the Design Guide)
Air	G1	<ul style="list-style-type: none"> <li>Promote development form that reduces travel needs and provides for public transport, cycling and walking</li> </ul>	← ←	Public transport, cycling and walking are all promoted by the SPD. The Developers are also required to prepare a Travel Plan within three months of the unit opening.
	G2	<ul style="list-style-type: none"> <li>Build in ways that conserve energy, in layout and structure</li> </ul>	←	Sustainable building design is promoted to ensure that the buildings are orientated to maximise efficient operation in terms of road/rail interchange, provide opportunities for use of natural lighting.
	G3	<ul style="list-style-type: none"> <li>Protect and enhance trees</li> </ul>	← ←	Standards are set for the protection of any trees and any additional landscaping required.

Water	H1	<ul style="list-style-type: none"> <li>Promote sustainable urban drainage</li> </ul>	←	<p>The existing drainage system established at DIRFT will be extended.</p> <p>An Environmental Impact Assessment (EIA) conducted with the outline planning permission showed that the DIRFT Expansion can be accommodated. Furthermore, a Flood Risk Assessment will accompany reserved matters planning applications and full applications.</p> <p>Flood Risk Assessments shall be compliant with PPG25: Development and Flood Risk</p>
	H2	<ul style="list-style-type: none"> <li>Seek water conservation measures in new developments</li> </ul>	←	<p>'Gray water' initiatives are encouraged.</p>
	H3	<ul style="list-style-type: none"> <li>Ensure sufficient water, and waste water treatment to meet development demands</li> </ul>	← ←	<p>System already established at DIRFT and will be extended.</p>
	H4	<ul style="list-style-type: none"> <li>Seek to improve the water quality</li> </ul>	← ←	<p>Ensure that any water is suitably treated and does not contaminate adjacent water courses through appropriate water treatment systems.</p>
Soil	I1	<ul style="list-style-type: none"> <li>Use land efficiently</li> </ul>	← ←	<p>The development plots shall be orientated to accommodate a wide range of unit types and sized to maximise the use of the land.</p>

Minerals	J1	<ul style="list-style-type: none"> <li>Promote the appropriate use of primary and secondary aggregates</li> </ul>	↔	The efficient use of natural resources is promoted.
	J2	<ul style="list-style-type: none"> <li>Avoid the sterilisation of deposits through development</li> </ul>	–	Not applicable.
Energy	K1	<ul style="list-style-type: none"> <li>Develop in ways which reduce travel demands</li> </ul>	←	<p>Travel Plans will be secured with Developers through a Section 106 Agreement aimed at promoting the greener, cleaner travel choices and reducing reliance on the car.</p> <p>A public transport system already exists. It is difficult to say at this stage, whether additional facilities will be required but the development is anticipated to increase patronage and sustainable public transport services. HGV freight movement are radically reduced.</p>
	K2	<ul style="list-style-type: none"> <li>Require high energy conservation and partial energy generation from new buildings</li> </ul>	←	Implemented through a variety of measures including the objectives of the design and layout of buildings, flexibility and life span of buildings.

Employment/Economic	M1	<ul style="list-style-type: none"> <li>Promote sustained economic growth</li> </ul>	← ←	The expansion of DIRFT will secure appropriate rail-related distribution opportunities for businesses wishing to locate their distribution/logistics functions in this part of the UK which has demonstrated its role in sustaining economic prosperity.
	M2	<ul style="list-style-type: none"> <li>Reduce disparities in economic performance</li> </ul>	← ←	DIRFT provides access to a range of jobs. The logistics industry has developed in this part of the Midlands due to locational advantages and has reduced the disparity in economic performance that will have been caused by the decline of the manufacturing sector and the relatively low growth of service sector employment. The DIRFT expansion will enable this economic disparity to be mitigated further.
	M3	<ul style="list-style-type: none"> <li>Encourage and accommodate both indigenous and inward investment</li> </ul>	← ←	The potential to accommodate a range of unit sizes is likely to enable the site to meet the accommodation needs of local and inward investing logistics businesses.

	M4	<ul style="list-style-type: none"> <li>Encourage efficient patterns of movement in support of economic growth</li> </ul>	← ←	<p>Rail freight provides a service to industries on the existing DIRFT development and to the local industries and retail sectors. Local road haulage, combined with larger distance strategic rail distribution provides local businesses with opportunities for efficient patterns of movement both economically and environmentally.</p>
	M5	<ul style="list-style-type: none"> <li>Enhance the image of the area as a business location</li> </ul>	← ←	<p>The expansion of DIRFT will further enhance the image of the area as a business location. The SPD will ensure the quality of business environment secured by the established DIRFT development will be replicated.</p>
	M6	<ul style="list-style-type: none"> <li>Improve the social and environmental performance of the economy</li> </ul>	← ←	<p>Great importance is placed on the transfer of goods from road to rail. Rail freight makes an important contribution to the economy and environment.</p>

	M7	<ul style="list-style-type: none"> <li>Assist in the provision of better public transport to access employment opportunities and provide jobs on site</li> </ul>	←	Public transport already exists which provides access to the town and surrounding villages. This service is of benefit to employees and the expansion proposals are likely to result in greater patronage, thus increasing public transport viability. The implementation of a Travel Plan will assist in developing mechanisms, initiatives and targets which result in benefits for employers and employees.
Wealth Creation	N1	<ul style="list-style-type: none"> <li>Ensure that all forms of transport infrastructure provide the required links with sufficient capacity</li> </ul>	← ←	Road, pedestrian, cycle and bus infrastructure provide access to off-site areas.
	N2	<ul style="list-style-type: none"> <li>Maintain and add to what is distinctive and valued about the environment</li> </ul>	←	The Design Guide will ensure that this happens, with the landscape design ensuring that the boundaries of the site are in keeping with its surroundings. This will be guided by the Northamptonshire <i>Landscape Character Assessment</i> .

## 7.0 PREDICTION OF THE EFFECTS

### **Assessing the sustainability effects**

7.1 It is necessary to determine any significant effects of the DIRFT Design Guide SPD. This includes an assessment of the probability, duration, frequency and reversibility of the effects on the geographical area.

7.2 The main social, environmental and economic issues identified are as follows:

#### *Social*

7.3 The Design Guide will ensure that the development has a positive social effect. The Guide will deliver a development that provides a range of employment opportunities suited to the needs of the local population. Improvements to public transport accessibility and green travel measures required by the Guide, will increase the extent to which the development will meet the objectives of social inclusion by increasing accessibility for people without access to a private car and those with disabilities, for example.

#### *Economic*

7.4 The Design Guide will ensure that a high standard of design is incorporated such that the area is enhanced as a first class business location. The visual quality of the development will ensure that the Daventry area retains its competitiveness as a business location for the benefit of the local and regional economy and create employment opportunities for the local workforce.

#### *Environmental*

7.5 The Design Guide will result in a sustainable development of a high quality. The high landscape design standards will ensure that the development sits comfortably within its landscape setting and will provide opportunities for habitat creation to assist the development in meeting biodiversity objectives.

7.6 No significant adverse impacts on the environment are identified as part of the sustainability appraisal process of the Design Guide that would require mitigation measures to be put in place. An Environmental Statement was submitted alongside the outline planning permission and evidence from the Environmental Statement concluded that DIRFT would not prejudice national, regional and local planning policies that seek to protect the land.

### **Mitigating the adverse effects and maximising beneficial effects**

7.7 Due to the nature and size of DIRFT it is likely to deliver significant sustainability benefits. This section considers the measures which can prevent, reduce or off-set any adverse effects and enhance positive effects.

7.8 The mitigation effects which the Design Guide considers are as follows:

- The proposals will be monitored on an annual basis as part of the Annual Monitoring Report for the Daventry Local Development Framework.
- An Environmental Statement was submitted alongside the outline planning application.
- The process of the control of development through planning applications, applications for approval of reserved matters and controls on the use of materials secured by planning condition, will assist with monitoring.
- The continuing involvement of the occupiers of DIRFT will play a significant part in monitoring the SPD.

# APPENDICES

## **APPENDIX A: SUMMARY OF CONSULTEES COMMENTS**

- 7.9 Table 7 sets out a summary of responses received over a period of six weeks from the 12<sup>th</sup> August 2005.
- 7.10 It should be noted that the four Statutory Consultees are also consulted at the Scoping Stage i.e which takes place prior to the publication of the Sustainability Appraisal (Consultation Draft) (SA-CD) and that any comments at that stage were fed into the preparation of the SA-CD (see Table 6).
- 7.11 It should be noted that no comments were received to the Consultation Draft from English Nature or English Heritage (who are the other two Statutory Consultees), however comments were received from them during the Scoping Stage.

**Table 6: Comments arising from the formal consultation on the SA Scoping Report**

Organisation	Comments Received	Response to Comments
<p><b>The Countryside Agency</b></p>	<p>Two first steps appear to be missing – identifying and reviewing other plans and programmes and their sustainability objectives to establish how the plan is affected by outside factors and how constraints can be addressed.</p> <p>Secondly, collecting baseline information, trends and indicators to help identify key issues and assist in developing SA/SEA objectives.</p> <p>Table 1 - Support Landscape Character references and proactive approach re- local distinctiveness</p> <p>Table 2 – support in particular A2, 3 and 5, B2, 5 and 6, C 1, 2 and 3, F2, G1, 2 and 3 and N2</p> <p>Obj. E2 should be strengthened to include “maintain and enhance existing landscape character...”</p> <p>Obj. F1 should be strengthened by adding wording “understand and respect distinctive character etc...”</p> <p>A variety of sources of data information are highlighted.</p>	<p>This SA work fits below the SEA/SA work being prepared for the Core Strategy by Jaquelin Fisher Associates Ltd (JFA). The JFA work provides the SEA/SA context for this work and it is not felt appropriate to purely repeat that work within this SA i.e in terms of setting the broad SEA/SA context.</p> <p>Again, the same applies with this comment – work has been undertaken by JFA on this already. It is not felt appropriate to reiterate their work here.</p> <p>Points welcomed</p> <p>Points welcomed</p> <p>Point noted – this will be incorporated</p> <p>Point noted – this will be incorporated</p> <p>Information supplied welcomed.</p>

<b>English Nature</b>	<p>In the main satisfied with scoping exercise.</p> <p>Suggest strengthen to include aim for “net gain of natural assets” – prefer Obj.C2 to say “net gain” in biodiversity. Obj. C1 should also identify wildlife corridors.</p>	<p>Point welcomed.</p> <p>Points noted – these will be incorporated</p>
<b>English Heritage</b>	<p>The sustainability objectives do seem to address the main issues with respect to the historic environment and the impact on historic landscapes through consideration of landscape character.</p> <p>Need to present the following information:</p> <ul style="list-style-type: none"> <li>- Review of objectives of other relevant policies, plans and programmes.</li> <li>- Establishing the environmental baseline, including identifying relevant data and environmental problems and opportunities.</li> </ul>	<p>Point welcomed and will be incorporated in the final Sustainability Appraisal.</p> <p>Point welcomed – this will be incorporated.</p>
<b>The Environment Agency</b>	None made	None required

**Table 7: Consultation Draft Responses on the Sustainability Appraisal**

<b>Respondee</b>	<b>Summary of Comment</b>	<b>Response</b>	<b>Changes to SA and/ or CS</b>	<b>Tick when done/comment</b>
<b>STATUTORY CONSULTEES</b>				
Environment Agency	<p>Including DG comments made would contribute to objectives B4, H1, C2, C3, and H2 respectively.</p> <p>Include an objective to improve water quality.</p>	<p>Amend SA to refer to these changes.</p> <p>Amend SA to take this on board.</p>	<p>Change SA</p> <p>Change SA</p>	<p>√</p> <p>√</p>
Countryside Agency (Landscape, Access and Recreation Division)	<p>Pleased to note that the desirable direction of change for landscape character has been noted as maintaining and enhancing the quality and character of the landscape.</p> <p>In the section on Sustainability Objectives we particularly support the following comments: A2 - that cycling/walking is encouraged by the provision of internal routes linking to the external network; B5 - that landscape requirements aim to</p>	Points noted and welcomed.	None	

	<p>provide a soft edge to the development; C1 - that the landscape strategy has regard to the surrounding character of the site; E1 and E2 which explains that the SDP establishes the primary landscape character for the site.</p> <p>In the Sustainability Appraisal Scoping Report Comments we are pleased to note that most of the Countryside Agency's comments have either been taken on board or been given adequate explanation.</p>			
<b>OTHER COMMENTS</b>				
Daventry Villages Together	SA does not mention relation to LDF, RPG, MKSM Spatial Strategy or terms of reference for WNDC.	SA to be amended to briefly highlight relationship to other key relevant policy plans. It should be noted that the terms of reference of WNDC are not relevant, as WNDC do not have planning policy powers.	Change SA	√
East Midlands Regional Assembly	May refer to RSS8 Policy 1 (Regional Policy Objectives)	Points noted	Change SA	√
Northamptonshire County Council – Built and Natural Environment Team	It does not appear that other planning policies and plans have been reviewed, or that this has been used to inform the development of SA objectives.	SA to be amended to briefly highlight relationship to other key relevant policy plans.	Change SA	√

	<p>Wish to see the Northamptonshire Landscape Character Assessment used as a baseline that established the primary landscape character as the basis on which to develop individual plot landscaping. This would require the impact to be reassessed against this new baseline.</p> <p>Welcome sustainability objective E2 to recognise the Landscape Character Assessment, and its role in informing mitigation measures. It could therefore be modified to <i>'seek to maintain and enhance the existing landscape character through mitigation measures such as screening and new landscaping proposals, as informed by the Northamptonshire Environmental Character Assessment.'</i></p> <p>Para 6.7 notes that no significant adverse impacts on the environment are identified as part of the Sustainability Appraisal of the design guide that would require mitigation measures to be put in place. However, the SA notes a marginal negative impact on landscape, and various planning</p>	<p>SA to consider this work.</p> <p>Sa to be amended to highlight this.</p> <p>This issue to be considered again in the SA and amended as appropriate.</p>	<p>Change SA</p> <p>Change SA</p> <p>Change SA, as appropriate</p>	<p>√</p> <p>√</p> <p>√</p>
--	--	--	--	----------------------------

	<p>policies indicate that negative impacts require mitigation. The Milton Keynes and South Midland Sub-Regional Strategy includes an objective to <i>'ensure that development contributes to an improved environment, by requiring high standards of design and sustainable construction, protecting and enhancing environmental assets (including landscape and biodiversity) and providing green space and related infrastructure.</i> Policy AR2 of the Northamptonshire Structure Plan notes that <i>'the landscape character of the whole county will be conserved and enhanced. ... Development proposals will respect the local character and distinctiveness of the landscape.'</i></p> <p>Thus it is not the case that mitigation measures will not be required if no significant adverse impacts on the environment are identified; there are planning policies that require development to contribute to an improved environment, and that landscape character is conserved and enhanced. Therefore mitigation measures may be required so that</p>	<p>An EIA was carried out as part of the outline planning permission – evidence is based on research carried out for this document. SA to be reviewed and amended as appropriate.</p>	<p>Change SA, as appropriate</p>	<p>√</p>
--	--	---	----------------------------------	----------

	<p>the development is compliant with these policies. Similarly, should the impact on biodiversity be reassessed as negative, there are policies that require maintaining, enhancing, restoring or adding to biodiversity conservation interests (PPS 9; Biodiversity and Geological Conservation).</p> <p>Objectives for the Regional Spatial Strategy adopt the principle of no net loss of priority habitats and wherever possible managing and developing habitats so as to enhance biodiversity within the region. The assessment of the impact of the development on biodiversity implies that there will be a net gain as a result of the development, and a marginal positive effect is registered. While this may be the case, the assessment is not supported by evidence on the quality of the biodiversity resource before development, or evidence on how the mitigation and enhancement proposals would deliver a benefit over and above the impact of the loss of the previously existing biodiversity. We consider that until</p>			
--	--	--	--	--

	<p>this evidence base is shown, it is inappropriate to assess the effect of the development as marginally positive. If an assessment of the current, pre development resource has not been made, this should be carried out, and the impacts on biodiversity reassessed.</p>			
<p>STOP (The Over-Development of Northamptonshire</p>	<p>Table 1 How will DIRFT assist advanced manufacturing and exports? Have any manufacturers moved to DIRFT? What proportion of goods moving through DIRFT are imports, what exports?</p> <p>Table 3 Does building huge warehouses on green fields respect existing landscape character?</p> <p>Table 3 How many jobs has DIRFT created to date, and what are envisaged by the expansion? How many of these are filled by people living within 10 miles? What is the current number of jobs created per green acre developed? Does DDC consider this a good deal?</p> <p>Table 3 What proportion of container movements are (a) rail to rail (b) rail to road (c) road to road?</p>	<p>Where it has been felt appropriate, statistical details have been included in the SA (Appendix C), which cover some of these queries.</p>		<p>√</p> <p>√</p> <p>√</p> <p>√</p>

	<p>The Draft extols the benefits of DIRFT's location but makes no mention of alternatives. Why is consideration not given to providing such a facility on brownfield land in, say, Birmingham or Coventry?</p> <p>Does DDC consider this will be the end of DIRFT's expansion – or does it subscribe to the view that one thing leads to another, that the presence of motorway and DIRFT mean there will be no end to loss of greenfield land in the future?</p> <p>Finally, would DDC please tell us why it refused to answer similar questions before the House of Lords enquiry into the Urban Development Corporation last year (and you will be aware that by UDC rules DIRFT is relevant to the UDC)?</p>			<p>N/A</p> <p>N/A</p> <p>N/A</p>
--	--	--	--	----------------------------------

## Appendix B: Analysis of Relevant Plans and Policies

Table for documenting the requirements of other plans and programmes	
Key objectives relevant to the SPD and Sustainability Appraisal	Implications for SPD – synergies; inconsistencies; constraints
<b>PPS1: Planning and Sustainable Development</b>	
<ul style="list-style-type: none"> <li>• Ensure high quality inclusive design in the layout of new development and individual buildings in terms of their function and impact, not just over the short term but over the life time of the development.</li> <li>• Inclusive access polices – in terms of both location and physical external access.</li> <li>• Mitigation of the effects of, and adaptation to, climate change thought the reduction of greenhouse gas emissions and the use of renewable energy; air quality and pollution; land contamination; the protection of ground water from contamination; and noise and light pollution.</li> <li>• Prudent use of natural resources;</li> <li>• Good quality development, which is sustainable.</li> </ul>	The SPD should reflect these objectives. Development principles should seek to realise/ compliment the aims of this PPS
<b>PPG4: Industrial and Commercial Development and Small Firms</b>	
<ul style="list-style-type: none"> <li>• Encourage new development in locations which minimise the length and number of trips; especially by motor vehicles.</li> <li>• Encourage new development in locations that can be served by more energy efficient modes of transport.</li> <li>• Discourage new development where it would be likely to add unacceptably to congestion.</li> <li>• Locate development requiring access mainly to local roads away from trunk roads; to avoid unnecessary congestion on roads designed for longer distance movement.</li> </ul>	The SPD should reflect these objectives
<b>PPS9: Biodiversity and Geological Nature Conservation</b>	
<ul style="list-style-type: none"> <li>• To promote sustainable development - by ensuring that biodiversity is conserved and enhanced as an integral part of economic, social and environmental development, so that policies and decisions about the development and use of land integrate biodiversity with other considerations.</li> <li>• To conserve, enhance and restore the diversity of England's wildlife and geology – by sustaining, and where possible improving, the quality and extent of natural habitat; the</li> </ul>	<p>The SPD should seek to achieve these principles</p> <p>Especially relevant given the existing habit e.g newts and surrounding local</p>

Table for documenting the requirements of other plans and programmes	
Key objectives relevant to the SPD and Sustainability Appraisal	Implications for SPD – synergies; inconsistencies; constraints
<p>natural physical processes on which they depend; and the populations of naturally occurring species which they support.</p> <ul style="list-style-type: none"> <li>• To contribute to an urban renaissance - by enhancing biodiversity in green spaces and among developments in urban areas so that they are used by wildlife and valued by people, recognising that healthy functional ecosystems can contribute to a better quality of life and a sense of wellbeing for those who live and work in urban areas.</li> </ul>	<p>area <i>meaning</i>?</p>
<p><b>PPG 13: Transport</b></p> <p>Key objectives are to</p> <ul style="list-style-type: none"> <li>• Promote more sustainable transport choices for both people and for moving freight.</li> <li>• Promote accessibility to jobs; shopping; leisure facilities and services by public transport; walking and cycling; reduce the need to travel; especially by car.</li> </ul> <p>The Government has set out its policy framework on freight in its Sustainable Distribution Strategy (March 1999). While road transport is likely to remain the main mode for many freight movements, land use planning can help to promote sustainable distribution, including where feasible, the movement of freight by rail and water. In preparing their development plans and in determining planning applications, local authorities should:</p> <ol style="list-style-type: none"> <li>1. Identify and, where appropriate, protect sites and routes, both existing and potential, which could be critical in developing infrastructure for the movement of freight (such as major freight interchanges including facilities allowing road to rail transfer or for water transport) and ensure that any such disused transport sites and routes are not unnecessarily severed by new developments or transport infrastructure.</li> <li>2. where possible, locate developments generating substantial freight movements such as distribution and warehousing, particularly of bulk goods, away from congested central areas and residential areas, and ensure adequate access to trunk roads;</li> <li>3. promote opportunities for freight generating development to be served by rail or</li> </ol>	<p>SPD Development principles should seek to reflect these objectives. The key focus is on linking accessibility to transport.</p>

Table for documenting the requirements of other plans and programmes	
Key objectives relevant to the SPD and Sustainability Appraisal	Implications for SPD – synergies; inconsistencies; constraints
<p>waterways by influencing the location of development and by identifying and where appropriate protecting realistic opportunities for rail or waterway connections to existing manufacturing, distribution and warehousing sites adjacent or close to the rail network, waterways or coastal/estuarial ports;</p> <p>Other Key issues which relate to transport is how best to reduce crime and fear of crime; and seek by the design and layout of the developments and areas; to secure community safety and road safety.</p>	<p>The link between movement; transport and crime/fear of crime reduction is important for DIRFT. The SPD is an opportunity to address this.</p>
<p>PPS22: Renewable Energy</p> <p>This PPS reflects the Government's key energy objective.</p> <p>PPS22 aims to put the UK on a path to cut its carbon dioxide emissions by some 60% by 2050, with real progress by 2020, and to maintain reliable and competitive energy supplies.</p> <p>The development of renewable energy, alongside improvements in energy efficiency and the development of combined heat and power, will make a vital contribution to these aims. The Government has already set a target to generate 10% of UK electricity from renewable energy sources by 2010. The White Paper set out the Government's aspiration to double that figure to 20% by 2020, and suggests that still more renewable energy will be needed beyond that date.</p>	<p>SPD should consider the implications of these targets.</p>
<p><b>RSS8 : Regional Spatial Strategy for the East Midlands (March 2005)</b></p>	

<b>Table for documenting the requirements of other plans and programmes</b>	
<b>Key objectives relevant to the SPD and Sustainability Appraisal</b>	<b>Implications for SPD – synergies; inconsistencies; constraints</b>
<ul style="list-style-type: none"> <li>• The Design Guide has been established to consider the overall vision set by the East Midlands Integrated Regional Strategy (IRS) and seeks to ensure that the DIRFT Expansion Site makes efficient use of existing physical infrastructure and helps to reduce the need to travel;</li> <li>• Promote's and seeks to ensure high standards of sustainable design and construction, are used optimizing the use of previously developed land and buildings;</li> <li>• To minimise waste and to increase the re-use and recycling of waste materials; and</li> <li>• Improve accessibility to jobs and services by increasing the use of public transport, cycling and walking, and reducing traffic growth and congestion.</li> <li>• Support actions to improve the capacity of the rail network to carry freight (subject to the proposed freight study and assessment of the environmental impacts).</li> </ul> <p>Safeguard form alternative development, land adjacent to or providing access to disused and operational rail lines where there is potential for rail freight links interchanges and rail-based distraction activities.</p>	<p>These aims should be incorporated into the SPD principles</p>
<b>The Northamptonshire Structure Plan</b>	

<b>Table for documenting the requirements of other plans and programmes</b>	
<b>Key objectives relevant to the SPD and Sustainability Appraisal</b>	<b>Implications for SPD – synergies; inconsistencies; constraints</b>
<p>Policy IC5 states that provision will be made for rail-related distribution and warehousing development at Daventry (DIRFT) strategic freight interchanges. The precise scale of future development will be determined in local plans having regard to :</p> <ul style="list-style-type: none"> <li>• Emerging national and regional policies and studies;</li> <li>• The need to ensure that it will not be detrimental to the strategy of concentrating development within the urban areas, strategic development areas, and other urban extensions, so as to provide mixed-use developments with a broad balance between housing and employment, enable easy access to other facilities and services, and generally reduce the need to travel; and</li> <li>• The existence of appropriate safeguards and guarantees that future development will be principally rail rather than road based.</li> </ul> <p>The key objectives for Transport seek to:</p> <ul style="list-style-type: none"> <li>• To reduce the total amount of travel by the private car;</li> <li>• Reduce delays suffered by road users in order to safeguard the prosperity of Northamptonshire; and</li> <li>• minimise the impact of transport on the environment.</li> </ul>	<p>These aims should be incorporated into the SPD principles</p>
<p><b>The Northamptonshire Landscape Character Assessment</b></p> <p>Landscape character assessment is a technique that has been developed to facilitate systematic analysis, description and classification of the landscape. The document allocates DIRFT and the surrounding land according to the following: 19b) Broad unwooded vale: 13c) Undulating hills and valleys: 1a) Ironstone uplands:</p>	<p>The landscape character issues shall be considered in the SPD and the future expansion of DIRFT</p>
<p><b>The Daventry District Local Plan (June 1997)</b></p>	

<b>Table for documenting the requirements of other plans and programmes</b>	
<b>Key objectives relevant to the SPD and Sustainability Appraisal</b>	<b>Implications for SPD – synergies; inconsistencies; constraints</b>
<ul style="list-style-type: none"> <li>• Policy EM19: requires DIRFT to provide satisfactory trunk improvements and public transport facilities; cause no harm to local communities; adopt a high standard of layout, landscaping, building design and materials; provide necessary infrastructure, services and amenities.</li> <li>• Policy GN2: sets out criteria to ensure new development has a minimum impact on the environment and infrastructure;</li> </ul> <p>Policy EN36: seeks to protect agricultural land of grade 3A and above from development. The vast majority of the application site is Grad 3B or 4.</p>	SPD should be consistent with these Policies
Surveillance Places where all publicly accessible spaces are overlooked	SPD should be consistent with these Policies
Physical Protection – <ul style="list-style-type: none"> <li>• Places that include all the necessary, well designed security features</li> </ul>	SPD should be consistent with these Policies
<b>Daventry LDF</b>	
The Daventry LDF is currently under preparation	Implications for future planning applications rather than as a constraint to the SPD

## APPENDIX C: BASELINE DATA

Theme/Indicator	Quantified Data, Scale and Source
M1: Employment and wealth creation	<p>DIRFT Phase 1 (<i>context -Figure 1: DIRFT South, Central and East</i>)</p> <ul style="list-style-type: none"> <li>• Currently employed            2,930</li> <li>• Projected employment        1,070 (estimated)</li> <li>• TOTAL                                4,000</li> </ul> <p>DIRFT Logistics 2 (<i>Context: Figure 1: DIRFT Expansion Site</i>)</p> <ul style="list-style-type: none"> <li>• Projected employment        1,650 (estimated)</li> <li>• GRAND TOTAL                    5,650</li> </ul>

**Table 5.14: Employment density of DIRFT based firms**

Employer	Number of Employees	Floorspace (sq. m.)	Sq. m. / Employee
Rail-Connected Distribution firms at DIRFT	510	66,100	130
All Existing Companies at DIRFT	1,755	192,950	110
Existing DIRFT Companies (and The Royal Mail)	2,595	216,010	83

Source: DWP Postcode data (July 2000), Questionnaire Responses (October 2001), data received from DIRFT Ltd (November 2002)

**Table 5.15: Gross DIRFT Expansion jobs in the Primary Catchment Area**

Type of Employment	Number of Jobs	Full Time Equivalent Jobs
Direct Jobs	1,390	1,320
Indirect / Induced Jobs	260	260
<b>Total Permanent Jobs</b>	<b>1,650</b>	<b>1,580</b>
<b>Total Construction Jobs</b>	<b>up 900 person years*</b>	<b>Up to 90**</b>

\*employment for 1 person over a 1 year period

\*\* 10 person-years of temporary construction work equivalent to 1 FTE job

**Table 5.16: Net Additional DIRFT Expansion jobs in the Primary Catchment Area**

Type of Employment	Net Jobs (Local area)	Net Jobs (Region)
Direct Jobs	1,180	1,180
Indirect / Induced Jobs	220	340
<b>Total Additional Jobs</b>	<b>1,400</b>	<b>1,520</b>

\*employment for 1 person over a 1 year period

\*\* 10 person-years of temporary construction work equivalent to 1 FTE job

	<p>Source: DIRFT Ltd</p>
	<p>The scheme will remove approximately 250,000 HGV journeys from the strategic road network.</p> <p>Goods moved by rail in the UK increased 33% between 1996 and 2001.</p> <p>Rail Freight represents approximately 7% of total freight in the UK.</p> <p>Road haulage is the major mode of freight in the UK. In 1999 rail represented 7% of total domestic goods moved.</p> <p>Rail freight share of total freight moved (August 2002) is approximately 7% to date.</p> <p>Source: Jones Lang LaSalle</p>
	<p>Annual take-up rates at DIRFT have averaged 387,000 sq. ft per annum between 1997 – 2002.</p> <p>Source: Jones Lang LaSalle</p>
	<p>Transport Statistics in 2002 from the year 2000 – 2010 states that motorway</p>

	<p>traffic will increase by 17% according to the Government's 10 year Transport Plan. Without such Government intervention, road based transport is set to grow by 22%.</p> <p>Rail freight should increase its total share within the UK by 10% by 2010. The most recent figures that the volume of goods moved by rail has increased from 18.2 billion tonnes/km in 1999 to 19.7 billion tonnes/km in 2001. The volume of goods moved by road has decreased by approximately 1 billion tonnes.</p> <p>Rail freight performance is set to increase year on year from approximately 15 billion tonnes/km to over 20 billion tonnes/km (33% increase over the five year period).</p> <p>Source: Transport statistics 2002, (Department of Transport)</p>
	<p>Average distance (in Europe) over which good are transported increase 1% every year.</p> <p>Source: The State of Freight in Transport 2010</p>