
Matter 7

Transport

Daventry Settlements and Countryside Local Plan Examination

1. Whether the approach of the Plan in terms of transport and infrastructure, including policies relating to sustainable transport infrastructure (Policy ST1), and lorry parks (Policy ST2), is justified, effective and consistent with national policy and in general conformity with the JCS?

1.1. **4. What is the basis for Policy ST2 and is it justified? Is there evidence of identified needs in terms of potential locational gaps and capacity issues relating to existing provision?**

- 1.1.1. The basis for ST2 is set out in the supporting text at 8.2.
- 1.1.2. Additional matters which underpin the need for lorry parking facilities in Daventry District and specifically around M1 J18 include the location of this area relative to the strategic highway network, location relative to the south and west coast ports, and location relative to East Midlands Airport which is a principal freight hub and the cluster of distribution businesses within the 'Golden Triangle' formed by the M1, M6 and M42.
- 1.1.3. The maximum time an HGV driver can drive for is set by European and National legislation at 4 hours 30 minutes at which point a driver must take a break of at least 45 minutes. M1 J18 / Crick is located approximately 4 hours HGV travel time from the principal European freight gateways of Dover Harbour and the Channel Tunnel at Folkestone. Drivers coming from these gateways, and those travelling from around London will approach their maximum driving limit around the Daventry area. With the M1 being the primary route for freight traffic from the south heading north, there is a significant volume of traffic passing through the area which requires parking and supporting facilities. There is also substantial HGV traffic coming to locations around Daventry and including particularly DIRFT, but also multiple other large scale distribution and storage operations within the Golden Triangle.
- 1.1.4. The strategic location at the junction of the M1, M6, A14 and A5 also makes the Daventry area a natural point for stopping to assess traffic and route options. J18 is the prime location for additional lorry facilities as north bound vehicles have the choice of M1, M6, A5, A14 before committing to a route choice at J19. Equally lorries travelling south from any of those routes could access facilities at J18 which is an all movements junction. Junction 19 is a more complex arrangement which is not all movements.
- 1.1.5. The need for additional lorry parking facilities in this area was endorsed by the National Lorry Parking Study published by DfT 18 May 2018. A copy of the study is appended. The study found that nationally there is a shortfall of more than 3,600 overnight lorry parking spaces. The East Midlands is one of 6 from a total of 9 regions that currently has a lorry parking requirement in excess of capacity. At utilisation \geq 85% at any lorry park it is difficult for vehicles to find and access the remaining spaces. A map illustrating the density of off-site lorry parking (Fig E3) illustrates the focus of lorry parking demand on the M1 corridor including the Daventry area. Figure 5.8 and Table 5.13 highlights the critical density of existing use of a number of existing lorry parking facilities in the East Midlands, which are focused on the M1 corridor.

- 1.1.6. The study sets out the facilities which are desirable including the level of security. Only 5% of lorry parking has all desired facilities and only 21% has any form of security. The National Lorry Parking study identifies lack of security and resultant crime as a particular problem, with the East Midlands having the highest levels of lorry related crime in the country.
- 1.1.7. The East Midlands is identified to have a requirement for 866 additional lorry parking spaces. The most suitable location for these is on the M1 corridor, where existing utilisation is currently at critical level.
- 1.1.8. The Road Haulage Association, the National Vehicle Crime Intelligence Service, and Northamptonshire Logistics Forum all support the provision of additional lorry parking facilities in Daventry District at J18. Letters from each organisation setting out that support with reasons are appended.

1.2. 5. Is Policy ST2 sufficiently clear? Will the criteria-based approach of the policy provide sufficient guidance for decision making on whether a particular site is suitable for lorry parking?

1.2.1. ST2 is a positively framed policy which is supported. Greater certainty could be achieved through allocation of an appropriate site or sites. Omission site PS106B (117) is particularly suitable in this regard.

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