

# 1

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON WELCOME

Welcome to the public exhibition for our proposed logistics development on land to the east of Halden's Parkway and north of the A14, Thrapston, also known locally as 'Castle Manor Farm'.

We are Newlands Developments, a specialist industrial and logistics developer. We work across the country with a range of occupiers to deliver large-scale commercial projects. We are promoting this development that will be referred to in the future as 'Equites Park Thrapston'.

Our approach is to work closely with occupiers and employers to create bespoke, high-quality buildings that meet their needs. We specialise in investing in the infrastructure needed 'up front' in the construction process, and take a long-term interest in our sites. We also work closely with communities and other key stakeholders to ensure our proposals are embedded within their locality.

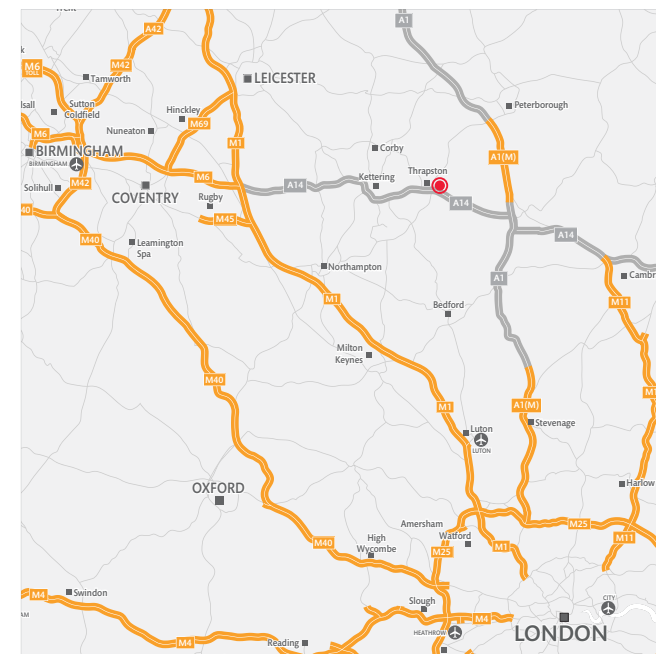
This public exhibition provides details about our emerging proposals based on work undertaken to date. Please be aware that the information provided is indicative and the plans may change prior to submission of the planning application: informed by ongoing technical work and the responses we receive at this pre-application consultation stage. Therefore, we are keen to gather the views of local people to inform our planning application.

### Site Location

The proposed development site is located east of the existing Halden's Parkway employment area, and north of the A14 (close to Junction 13). The proposal is to access the site via the existing Huntingdon Road, with highways improvements proposed (see Board 6).

The 'Castle Manor Farm' site is largely in agricultural use albeit part of the site was previously worked for minerals before being backfilled. The site is well located for logistics and distribution development due to its ability to accommodate sizeable commercial units; proximity to the strategic road network; and relationship with the existing employment uses and nearby residential areas.

Please Note: Newlands is **NOT** involved in the separate promotion of another site nearby known locally as 'the Glebe Land'.



# 2

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON

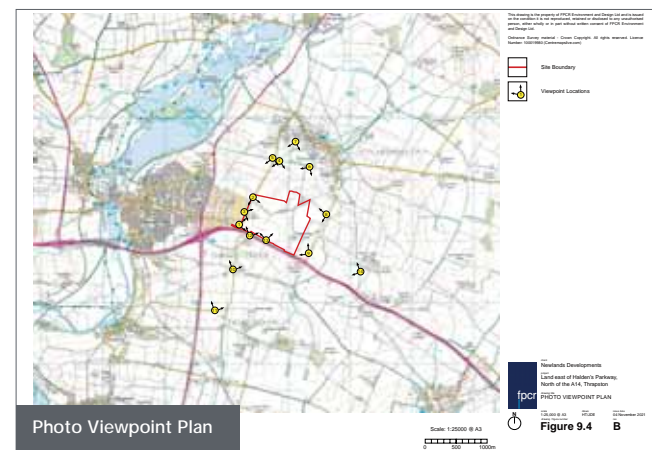
# SITE CONTEXT AND CHARACTERISTICS

Detailed technical assessments and reports will be submitted as part of the planning application, including an Environmental Statement that will contain the results of an Environmental Impact Assessment (see Board 5).

The emerging masterplan and proposals for the site are informed by an analysis of the site's current characteristics and features, including:

- Existing hedgerows and vegetation and any other key features of particular value or importance;
- Highways and access arrangements;
- Local views, including those from nearby villages (such as Titchmarsh) and longer distance views from the surrounding area. Early consideration of these views has informed the landscaping scheme (see Boards 3 and 4) that seeks to minimise the visual impact of the development.
- Archaeology – investigations undertaken to date show limited potential for significant buried archaeology with some areas to be investigated further.
- Topography and earthworks – detailed analysis of the site levels and topography have been undertaken to deliver development plateaus and landscape bunds that minimise views of the site, as well as avoiding unnecessary waste ground material.

The site's context is directly influenced by both the A14 to the south and Halden's Parkway to the west. Some of the larger buildings on Halden's Parkway are fairly prominent and create a context for the proposed development. As referred to on Board 4, the proposals are being designed with direct regard to the existing buildings' scale and appearance and their heights relative to Huntingdon Road and Islington.



# 3

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON THE PROPOSALS

We are proposing to submit a planning application for the creation of a high-quality logistics and distribution development of up to 200,000 sq.m. This will be a 'hybrid' application meaning full details will be provided for the site access and for the building located on Plot 1, with the remainder of the scheme submitted in outline.

The details submitted for Plot 1 will relate to a storage and distribution building with ancillary offices, totalling 55,000 sq.m, to meet the demands of DHL (see board 7). This will include details of the proposed building's appearance, materials, car parking, and landscaping around the building and plot.

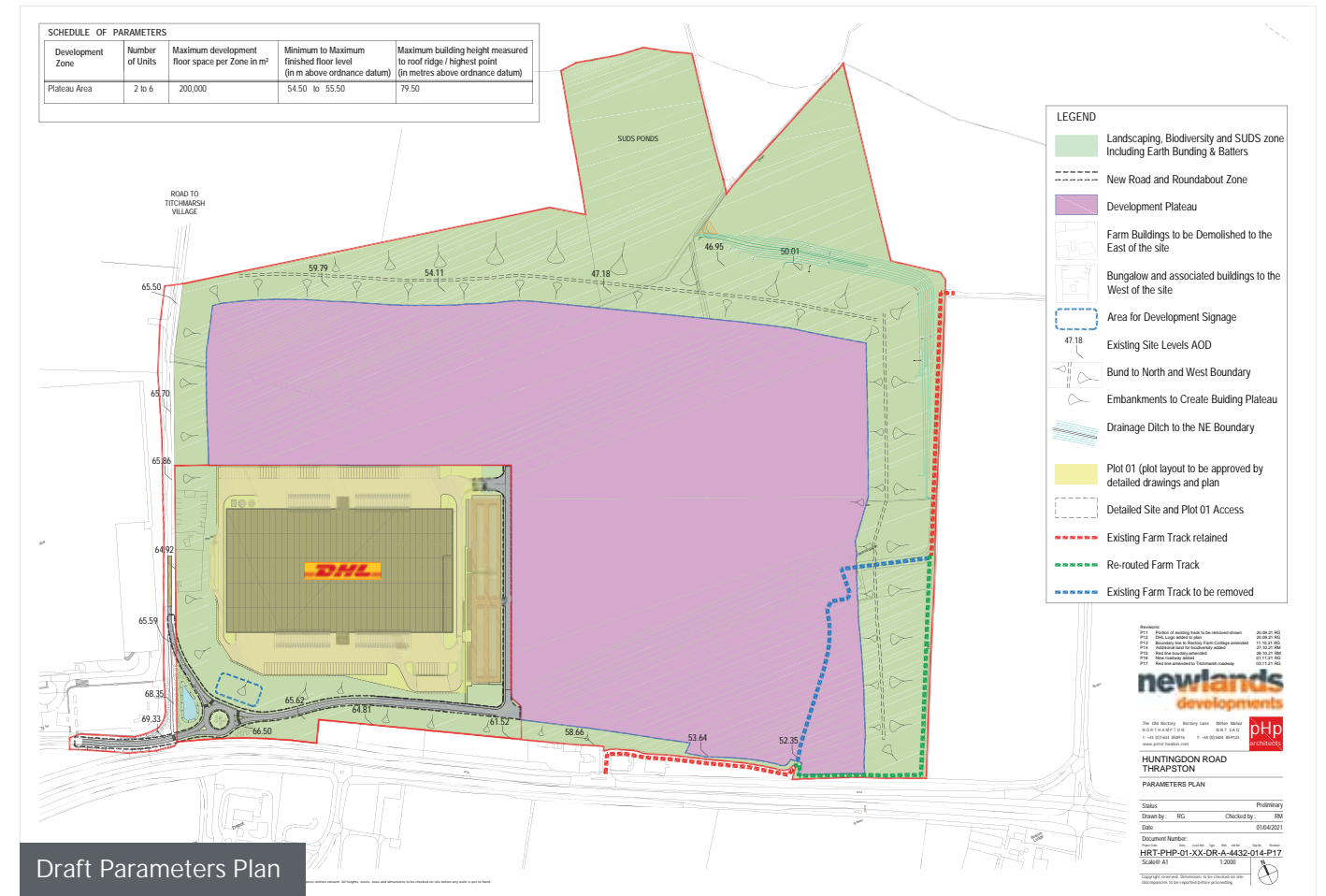
The building will be 24m to the highest point on the roof. The design will include 'designed-in' mitigation in the form of the grey horizontal band cladding that will help it to assimilate with its surroundings.

The application will fix key design parameters to guide future development and govern the scale of the buildings that will be accommodated on site. The key parameters are shown on the Parameters Plan, and include:

- A maximum floorspace of 200,000 sq.m. with the number of buildings being dictated by market requirements;
- The location, size and fixed maximum ground levels of the development plateaus;
- 24m maximum building height;
- The location of on-site structural landscaping, the extent of proposed landscape bunds and drainage attenuation ponds;
- A dedicated area for new habitat creation: key to delivering 'biodiversity net gain'.

At this stage, we are also providing details of the highways improvements proposed as part of the proposal, including cycle and pedestrian links to the site (see Board 6).

*Please note, all plans are currently in draft form and may change prior to the planning application's submission following ongoing technical work and in response to pre-application engagement.*



# 4

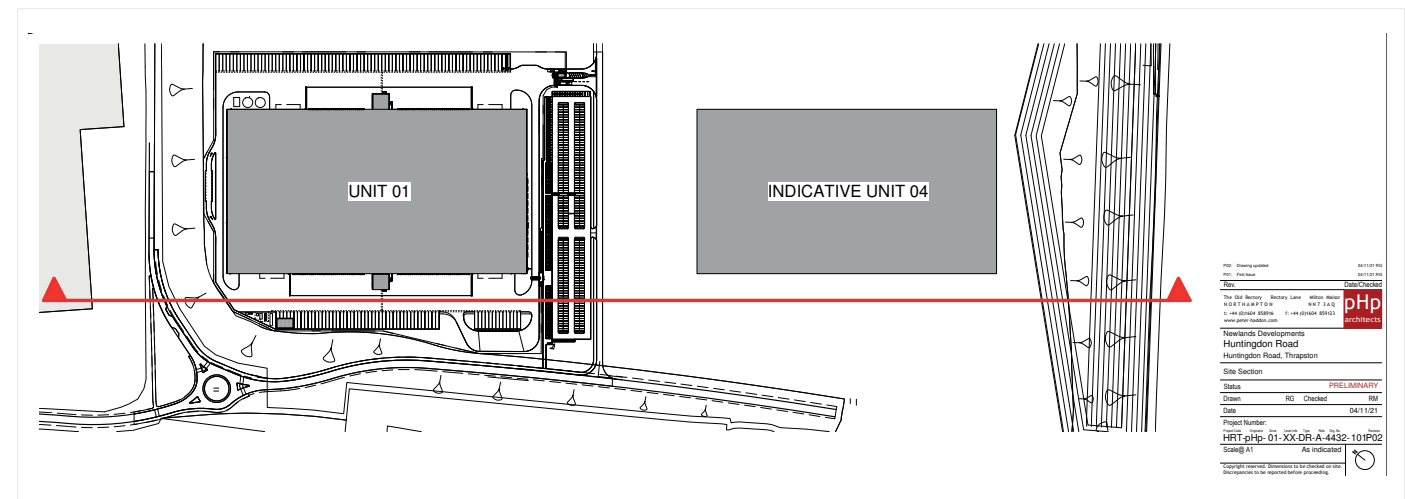
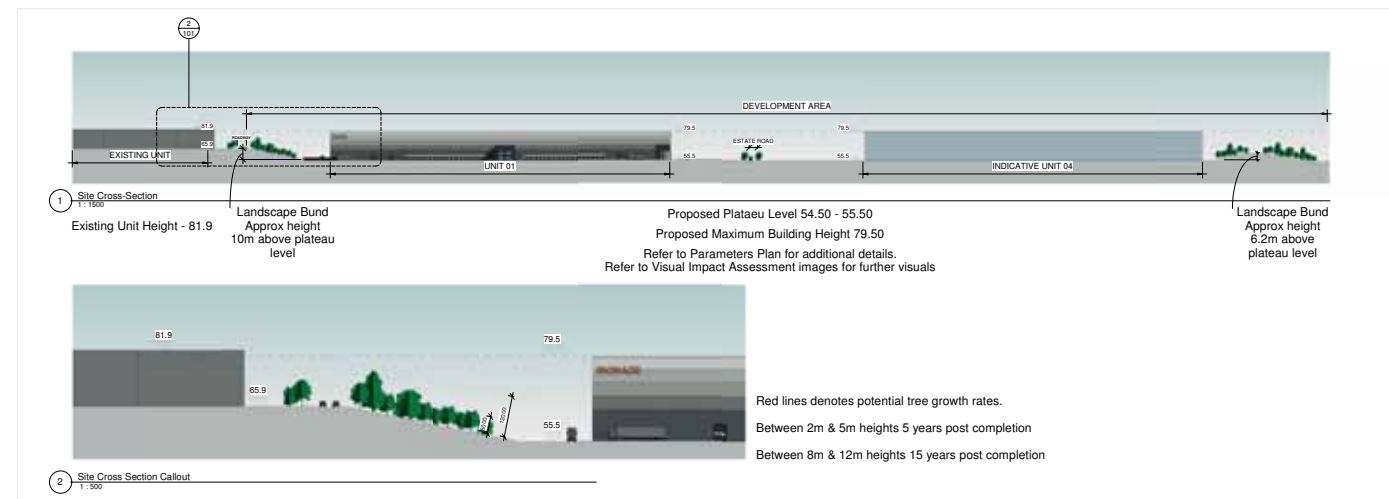
## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON THE PROPOSALS

The planning application will include an Illustrative Masterplan and Illustrative Landscape Framework to show how the remainder of the site could be developed in a manner that respects the parameters referenced on Board 3. A draft of the Illustrative Masterplan is adjacent.

Key features of the proposals are identified on the image here, including:-

- Significant on-site landscaping (green infrastructure equates to circa 36.5% of the site area) and earthworks to minimise the visual impact of the building. The latter includes bunding which varies in height but is typically between 7m and 10m higher than the proposed new ground levels within the site. This will be topped with planting to substantially screen and filter views;
- Substantial new tree planting and habitat creation to deliver biodiversity net gain (see Board 5).

The cross-section below shows how the ground levels will be changed to create a flat 'plateau' for the buildings to sit on. This results in a lowering of the existing ground levels in the western half of the site, and means the new buildings will sit lower than the existing buildings to the west. Whilst a maximum height of 24m is proposed as a worst-case to reflect the trend for taller buildings, some occupiers may not require buildings of this height and the buildings could be lower. However, even at 24m, the maximum height of the proposed buildings would be equal to or just below those of the existing buildings, helping to assimilate them into the local context and minimise landscape and visual effects.



Please note, all plans are currently in draft form and may change prior to the planning application's submission following ongoing technical work and in response to pre-application engagement.

# 5

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON

# ENVIRONMENTAL CONSIDERATIONS

The application will be supported by an Environmental Statement (ES) that is a detailed report covering a range of environmental topics (the scope of which has been agreed with the Council earlier in the planning process).

This Board provides a summary of some of the environmental issues being assessed as part of the Environmental Statement.



### Landscape & Visual

As part of the planning application, we are undertaking a detailed assessment of the potential landscape and visual impacts of the proposed development. Viewpoints have been agreed with the Council and include key viewpoints from Titchmarsh, Thrapston and the wider area. The proposed landscape mitigation, which includes bunding and strategic planting, is a direct response to its findings.



### Ecology and Biodiversity

The site does not fall within any designated ecological sites, and whilst there are a number in the wider vicinity (e.g. the Upper Nene Gravel Pits SPA/Ramsar site and Titchmarsh Meadow SSSI), these are remote from the site and the habitat types of importance within them are not found within the application site.

The site supports a range of typical farmland habitats in addition to an area of disturbed land previously used for minerals extraction and backfilled. These current and historic uses have affected the diversity of species that are present on site. A range of species typical to farmland environments have been recorded on site.

The application will seek to deliver a substantial net gain in biodiversity through the creation of a range of habitats, such as scrub habitat, hedgerows, open wildflower grassland and wetland features incorporated as part of the Sustainable Drainage (SuDS).



### Drainage and Flood Risk

The site is located in flood-zone 1, the lowest category of risk. A flood risk assessment is being prepared that sets out how the site can be developed without exacerbating any pre-existing, off-site issues. We are aware of residents' concerns around localised flooding, such as that experienced in Polopit. The submitted drainage strategy takes these existing drainage issues into consideration alongside the impact of potential future development on nearby sites, to ensure these are not worsened.

A drainage strategy will be provided to manage surface water on site, informed by detailed modelling and allowing for the effects of climate change. SuDS features will be incorporated to provide storage and attenuate surface water flows, as well as provide water quality benefits.



### Air Quality, Noise and Lighting

Air Quality and Noise assessments will be submitted to assess the effects of traffic on nearby communities and properties as well as the impact of the 24 hr operation of the Site as a worst-case. Where necessary, mitigation measures will be put in place to avoid any unacceptable impacts on nearby receptors.

The planning application will also include a Lighting Assessment, which shows that no adverse lighting effects are likely. A lighting strategy will be implemented to avoid light-spill on sensitive habitats, avoid impacts on nearby road-users and minimise 'sky glow'.

# 6

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON ACCESS AND MOVEMENT

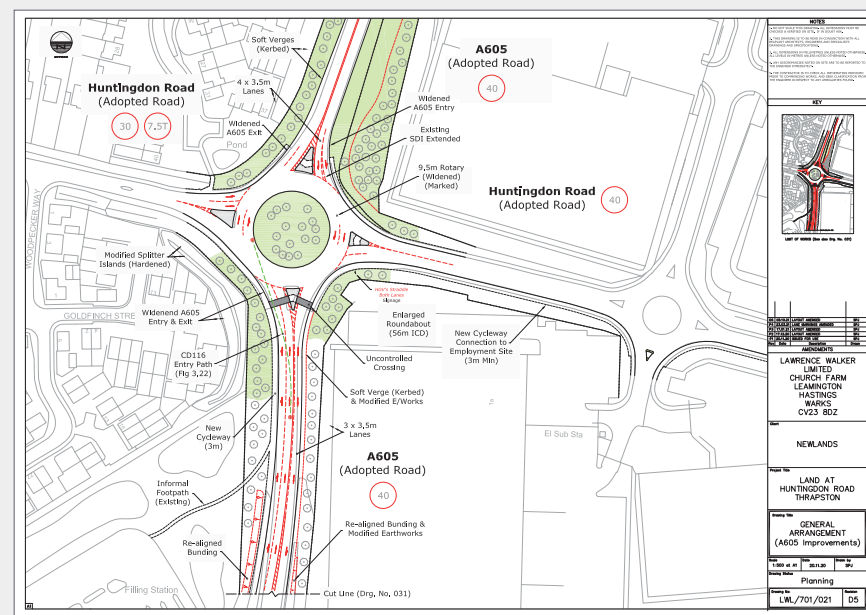
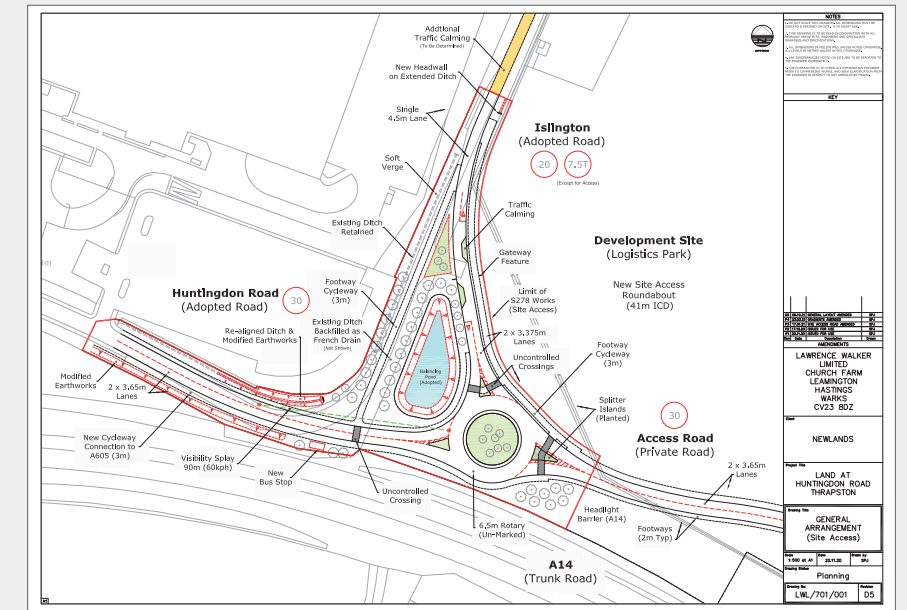
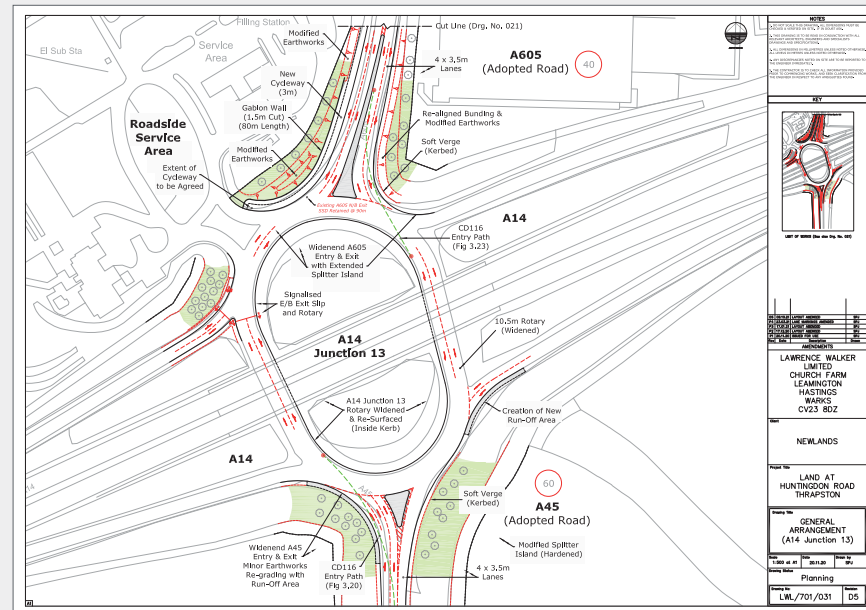
A Transport Assessment will be submitted to assess the potential impact of the development on the local highway network and set out any improvements required to ensure the highways impacts are acceptable.

We are using the Council's approved transport model to assess the likely impacts, and have agreed the scope of work required. This includes consideration of cumulative traffic impacts from all other relevant committed development sites and emerging proposals being proposed nearby.

The transport-related measures proposed to address the impact of our scheme, and the identified cumulative impacts of all existing and planned development, include:

- A new site access roundabout from Huntingdon Road, with associated highways drainage infrastructure;
- Upgrade works at the A14 Junction 13 to improve capacity and reduce congestion by widening the roundabout and several of its arms, and adding signals on the eastbound off-slip;
- Upgrade works to the junction with the A605 to the west of the site, with a southbound lane added between A14 Junction 13 and the Huntingdon Road roundabout with improvements to all arms of the existing junction;
- New cycle link on the A6005 and Huntingdon Road connecting the site to the urban area of Thrapston, and improving links to the Services area.

We are considering some form of traffic calming or access restriction to prevent site traffic, especially HGVs, from using Islington whilst retaining access for existing employers located further north that currently use this route. We would welcome your views on this matter.



### Travel Plan

The application will be supported by a Framework Travel Plan with a requirement for each occupier to prepare their own detailed Occupier Travel Plan in the future. Travel Plans contain a range of measures and initiatives to encourage and enable travel by a range of modes other than single-occupancy private car. This may include the measures to incentivise public transport, setting up car sharing clubs and cycle parking, showers and changing facilities.

# 7

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON

# ECONOMIC OPPORTUNITIES AND BENEFITS

Logistics is a strong and resilient sector that is identified by the South East Midlands Local Enterprise Partnership (SEMLEP) as an area of continued growth. The recent Covid-19 pandemic has accelerated the growth of online retail and the UK is seeing changes to international supply chains as a result of Brexit. As a result, demand for logistics developments is growing here and across the core Midlands 'Golden Triangle' area. The Site falls within the Oxford Cambridge Arc and the logistics sector will be vital to the success of these ambitious growth proposals.

Market evidence highlights a significant under-supply of new sites suitable for accommodating strategic distribution and logistics buildings across North Northamptonshire. While there are new sites being developed in Corby and Kettering, market take-up of new buildings has been strong, and there is no supply of available or allocated land in this part of the A14 corridor. The lack of suitable strategic land, and the scale of demand, are so significant that additional sites are needed. The planning application will be supported by evidence of this supply-demand gap.

These proposals are a direct response to the significant shortfall in supply, as well as responding to the specific requirements of DHL (see opposite) who are keen to invest in this location. Since most of the plots are proposed in outline at this stage, there is flexibility to attract a range of occupiers in different sized buildings that will deliver a wide variety of jobs including managerial, professional, skilled trades and administrative support. Discussions are ongoing with a number of other occupiers who are interested in occupying a building at this site.

The proposal represents a significant investment in North Northamptonshire and will generate significant economic benefits.

In addition to new direct jobs, other benefits will include collaboration with local education providers to secure training opportunities and apprenticeships in the construction and operational phases of the development. We are committed to working with the local job centres to develop the site's employment strategy.

Site in the context of the Arc



**2,740**  
FTE JOBS

**£111** MILLION



IN GVA PER ANNUM



APPROXIMATELY £4.1 MILLION  
BUSINESS RATES PER ANNUM



- DHL is the world's leading logistics company.
- DHL plays an essential role supporting the UK, ensuring convenience stores and supermarkets remain stocked, supplying the hospitality industry with food and drink, and delivering online orders.
- DHL has set a target to be net zero carbon by 2050.
- DHL is already a big investor in Northamptonshire with 23 supply chain sites.
- This facility will provide circa 1,000 FTE jobs.

# 8

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON SUSTAINABILITY

The proposed development will be highly sustainable and 'future-proofed' to exceed planning policy requirements relating to sustainability and energy. Key characteristics and features of the development either proposed now, or to be secured through any planning permission, include:

 <p>BREEAM: Minimum BREEAM 'Excellent' rated buildings to promote high energy performance, water use reduction and on-site renewable energy generation.</p>	 <p>Minimum EPC rating of Band 'A' with a target for A+.</p>
 <p>Promoting sustainable transport options including walking and cycling for future end users and employees.</p>	 <p>New and replacement biodiverse landscaping, including a target to deliver 10% Biodiversity Net Gain on-site, with extensive tree planting and a sustainable drainage strategy delivering flood-risk mitigation as well as biodiversity benefits.</p>
 <p>All Electric Buildings with air source heat pumps. PV ready roof structure for additional future on-site renewable energy.</p>	 <p>Electric vehicle charging points provided on-site as standard.</p>



North Northamptonshire planning policy requires commercial buildings of this type to be BREEAM 'very good' or equivalent. Newlands will exceed these policy requirements, and implement a range of measures relating to 'sustainability'.

- Construction waste recycling – minimum 80%
- Recycled content of materials – Structural steel to be minimum 20% recycled content by value
- Air Permeability of buildings– 1.5m<sup>3</sup> / hr / sq.m @ 50Pa positive air pressure
- Considerate Contractors Scheme – Minimum Score of 35 to be achieved
- 10% Rooflights to maximise the use of natural daylight and reduce lighting load
- Water Saving Taps to reduce water requirement, and dual flush low volume toilets
- LED lighting to offices with motion sensors and daylight sensing controls at perimeters to reduce lighting load
- External lighting using low energy lamps and fittings which to minimise light pollution
- Use of carpets with 80% recyclable yarns
- Recycled material (DSG ) partitions and mineral fibre ceiling tiles within buildings
- Locally sourced planting for landscape areas



### Biodiversity

The proposed development includes an area to be used solely for habitat creation to deliver a 10% 'biodiversity net gain'.



### Trees

The landscaping scheme includes substantial tree planting that will be incorporated throughout the site. The proposed development will comprise up to 27.36 hectares (approx.) of Green Infrastructure that equates to circa 36.5% of the site area.



### Drainage

Sustainable Drainage (SuDS) features will be incorporated into the scheme to provide storage and attenuate flows of surface water (including an allowance for climate change), as well as providing water quality and ecological benefits. SuDS seek to maintain and protect the natural water cycle and prevent pollution.



# 9

## LAND EAST OF HALDEN'S PARKWAY, THRAPSTON NEXT STEPS

### TIMELINE:



**We welcome feedback on our proposals.**

**Please can you provide feedback by 3rd December 2021.**

Please feel free to ask the team any questions and fill out one of the feedback forms provided.

Alternatively, please visit our digital consultation page at:

[www.givemyview.com/equitespark](http://www.givemyview.com/equitespark)

