

DIRFT IV

Request for a Direction from the
Secretary of State under Section
35 of the Planning Act 2008

PROLOGIS UK LIMITED
18 NOVEMBER 2025

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1.0 INTRODUCTION

- 1.1

This statement constitutes a request that the Secretary of State ('SoS') for the Ministry of Housing, Communities and Local Government ('MHCLG') gives a direction under section 35 'Directions in relation to projects of national significance' ('s35') of the Planning Act 2008 ('the PA 2008') for the development proposed by Prologis UK Limited (the 'Project'), to be treated as a business and commercial development for which development consent is required.
- 1.2

The Project comprises the development of a rail-served logistics park designed as an extension to the existing Daventry International Rail Freight Terminal ('DIRFT'), one of Europe's largest and most successful strategic rail freight interchanges. The proposals involve the erection of approximately 511,000 sq. m (5.5 million sq. ft) of industrial logistics floorspace.
- 1.3

The development will be an expansion of DIRFT III, which was granted development consent in 2014 as a Nationally Significant Infrastructure Project (NSIP). It will be accessed through the existing DIRFT estate via private road connections, with direct links to DIRFT's three rail freight terminals, providing the opportunity for the continued growth of rail freight and delivering a sustainable modal shift in freight transport, fully aligned with Government objectives for the future of logistics in the UK.
- 1.4

Subject to the request being granted, it is proposed that an application for a Development Consent Order (DCO) pursuant to s35 of the PA 2008 is made to the SoS for MHCLG to consent the construction, operation, and maintenance of the Project on land within West Northamptonshire. **An indicative red line boundary for the Project is provided at Annex 1 of this statement.**
- 1.5

The proposed application for development consent would relate to all elements of the Project, comprising the industrial logistics buildings; landscape enhancements; Prologis' first UK 'Innovation Centre for Excellence' (ICE); a lorry park; an amenity hub; two road bridges that would connect the site to the existing DIRFT III estate west of the M1, via private roads; a pedestrian and cycle bridge also across the M1; and, associated and ancillary development.
- 1.6

The SoS is therefore asked to treat this submission as a 'qualifying request', as defined by 35ZA (11) of the PA 2008, outlining:

 - the development to which this request relates; and
 - how the conditions in s35ZA(2)(a) and (b) are met in relation to the development.
- 1.7

Compliance with s35ZA(2) and (11) is set out below and **within Annex 2 of this statement.**

2.0 THE APPLICANT

Prologis UK Limited

2.1 Prologis is the world’s largest real estate investment trust (REIT), with a global portfolio of over 1.3 billion sq. ft across the most important logistics markets. As a major inward investor into UK Plc, Prologis plays a critical role in supporting sustainable growth, jobs, and critical national infrastructure.

A Trusted, Long-Term Investor Driving UK Economic Growth

2.2 Prologis is the largest global investor, developer, and long-term owner of modern, sustainable logistics space. Since entering Europe in 1997, we have expanded into 13 countries, building the first and largest global network of logistics and distribution facilities that power critical supply chains.

2.3 Prologis has \$10.4 billion of assets under management in the UK across 28 Prologis Parks, supporting the UK’s role as a hub for global trade. The Company’s UK portfolio totals 33.5 million sq. ft. of logistics facilities, enabling 2.5% of UK GDP to flow through its buildings annually. Over 100,000 people are employed by the businesses operating within its UK portfolio, helping to drive productivity and economic resilience. In September 2025, Prologis committed a further £3.9 billion investment into the UK over the next five years.

A Global Leader in Sustainability and Innovation

2.4 Prologis is committed to delivering the logistics facilities of the future - sustainable, resilient, and supportive of local communities. In June 2022, we made a commitment to achieve net-zero greenhouse gas emissions across our value chain (Scopes 1, 2 and 3) by 2040. In early 2024, the Science Based Targets initiative (SBTi) validated this commitment. As the global leader in logistics real estate, we’re committed to site, develop and operate our buildings with efficiency in mind. We create additional emissions reductions through our operations and energy + sustainability solutions alongside strategic partnerships and innovations.

2.5 Green, resilient growth is vital to economic success, and Prologis has been a pioneer in this space for decades. As one of the world’s largest on-site solar providers, we are on track to achieve our target of 1 gigawatt (GW) of solar energy supported by storage by 2025. Our leadership in Environmental, Social, and Governance (ESG) performance has earned us a place among the top 10% of companies globally in the Dow Jones Sustainability Index.

2.6 Prologis is the only logistics developer, globally, to be awarded the Terra Carta Seal by HRH King Charles III in recognition of its pioneering work in creating sustainable markets.

2.7 Prologis is currently delivering a new national distribution facility for Marks & Spencer at DIRFT III, which when complete is to be the world’s largest BREEAM Outstanding building, representing a major landmark for sustainability.

Delivering for UK Plc

2.8 On 17th September 2025 Prologis announced a £3.9 billion commitment to strengthen its current investment at Cambridge Biomedical Campus and deliver a major upgrade to DIRFT (subject to obtaining the required planning permissions and approvals). This investment programme will support the UK’s growth in life sciences and advanced manufacturing, strengthen UK sustainable logistics capacity, whilst creating a substantial number of high-quality local jobs across Northamptonshire and Cambridgeshire.

2.9 Prologis is proud to be a long-term, significant inward investor in the UK— delivering economic growth, resilient supply chains, and sustainable infrastructure for the future.

A Major Investor in the East Midlands and West Northamptonshire

2.10 Prologis is a major economic contributor in the East Midlands region and to West Northamptonshire Council, investing over \$1.7bn over the past decade. In 2024 alone, business rates from DIRFT contributed £31.9 million to West Northamptonshire Council.

2.11 At DIRFT, the Company’s flagship UK logistics hub, more than 10,000 people are already employed, making it one of the largest centres of logistics employment in the country.

2.12 Prologis’ high-quality logistics portfolio in West Northamptonshire also includes Prologis Apex Park (Daventry), Prologis Grange Park and Prologis Park Pineham (both Northampton). These developments not only strengthen regional supply chains but also deliver long-term investment, jobs, and sustainability benefits to the host communities.

2.13 Prologis’ presence in West Northamptonshire continues to expand, with GXO and Inditex recently investing at DIRFT. In August 2025, Marks & Spencer announced a £340 million investment in its food supply chain – the largest in its history – which will fund the development of an automated National Distribution Centre (NDC) on land at DIRFT III. XPO has also specifically selected a site at DIRFT for its new bespoke state-of-the-art automated warehouse.

2.14 The remaining quantum of DIRFT III is also now available and subject to strong interest from future occupiers.

3.0 BACKGROUND TO THE PROJECT

DIRFT

- 3.1

DIRFT is Prologis’ second largest project worldwide and a nationally significant Strategic Rail Freight Interchange (‘SRFI’). DIRFT is one of the largest inland rail freight ports in Europe, providing critical multimodal connections that underpin national and regional supply chains. The DIRFT estate comprises three phases of development located on adjoining parcels of land between the A5, A428 and M1. It is the UK’s most successful rail served logistics park and was the first to deliver a Hub building and dedicated training programme, a nature reserve, an on-site HGV park, sports pitch and a rail terminal with 5-no. 800m sidings.
- 3.2

DIRFT is located at the heart of the Golden Triangle of Logistics which is the most strategically important location for logistics operations in the UK. It plays a vital economic development role in the logistics sector and its location, relative to key national road and rail networks, ensures that occupiers can respond to demand efficiently and quickly to move goods across the wider UK.
- 3.3

DIRFT opened in 1997 and was the first private sector rail freight interchange developed in the UK. The original planning permission for DIRFT I provided for approximately 390,000 sq. m of rail-linked and rail-related warehouse and distribution buildings. Planning permission for the second phase, DIRFT II, comprising of circa 209,000 sq. m of additional rail-linked warehouse and distribution buildings was granted in 2005. The DIRFT II expansion was designed for both rail-connected and rail served warehousing. As part of the DIRFT II development, a rail tunnel was built under the A5 to connect DIRFT II to the rail network via the original DIRFT rail terminal.
- 3.4

DIRFT III is the subject of a DCO (The Daventry International Rail Freight Interchange Alteration Order 2014) which came into force on 24th July 2014. DIRFT III extended the rail infrastructure from DIRFT II to the north to create a new rail terminal as a focal point for the extended estate. The DCO applicant was a joint venture between Prologis and Rugby Radio Station Limited Partnership (RRSLP) (BT and Aviva). Work on the extended rail infrastructure was completed in 2022; whilst work on the storage and distribution space is ongoing on-site and well advanced towards completion. Once fully operational, it will provide an additional 731,000 sq. m of new rail-served storage and distribution floorspace.
- 3.5

DIRFT benefits from rail connections to the West Coast Mainline and direct connections to Junction 18 of the M1. It is also strategically positioned in relation to the M1, M6 and A5 interchange. This enables the transport of goods in a strategic multi-modal manner and ensures resilience in the supply chain.

- 3.6

DIRFT is therefore an important part of the logistics supply chain for occupiers including DHL, Sainsbury’s, Eddie Stobart, GXO, Culina and Kinaxia Logistics. It is also home to Tesco’s main UK distribution hub, centre for the NHS Supply Chain and Royal Mail’s ‘Super Hub’, which is its largest automated parcel facility and has the capacity to process 235 million parcels a year. As set out above, Marks & Spencer also recently announced a £340m investment at DIRFT which will modernise its food supply chain and boost its capacity for future growth.

Synergy with DIRFT

- 3.7

The proposals that are the subject of this submission involve the further expansion of the DIRFT estate, representing the third major extension of this highly successful rail freight interchange (‘DIRFT IV’). Its location across the M1 motorway from the existing DIRFT facilities, linked directly to the DIRFT private internal road network (its only access to the wider strategic road network), will enable the continued growth of this strategically important facility.
- 3.8

Such has been the success of DIRFT, as the nation’s largest and busiest rail freight interchange, there is now very limited space left on the estate, with the Marks & Spencer investment referenced above taking up the last remaining large plot. As a result of this continued strong demand, only four building plots remain, reflecting 1-2 years supply. The proposals which are the subject of this s35 submission will allow for the continued growth of DIRFT as a strategic rail freight interchange.
- 3.9

Future occupiers of a DIRFT IV building will be able to access the existing rail freight terminals on DIRFT, with the proposed private access roads across the M1 providing an immediacy of connection to terminal facilities, so important for the take-up of rail freight opportunities. The DIRFT III rail terminal, with its 5-no. 800 metre rail sidings and extensive hardstanding areas for freight handling and container storage is located just 550 metres from the closest DIRFT IV building plot, providing occupiers with unrivalled access to the national rail network. In creating this operational synergy, the proposals at DIRFT IV will further support the ongoing success of DIRFT, and with it a modal shift in freight movement.
- 3.10

Beneficial synergies extend to include employment, transport and environmental considerations. Through the relationship with the existing DIRFT estate, opportunities arise to maximise the effectiveness of on-site skills development initiatives. With the scale of the whole development, and the extensive nature of existing and proposed workforces, new initiatives employed to grow skills levels in the logistics sector have the potential to create real momentum. Similarly, linking to the existing suite of sustainable transport initiatives employed at DIRFT, there is the opportunity to maximise the effectiveness of new investment in transport options. Furthermore, with the existing estate creating extensive areas of protected and accessible open and wildlife areas, there is an opportunity to add to the recreational and ecological value of these previous interventions, establishing new areas of open countryside resource, to the further betterment of environmental conditions.

Engagement with West Northamptonshire Council and other stakeholders

- 3.11

Prologis has submitted representations to the West Northamptonshire Strategic Plan Issues Consultation (October 2019), Call for Sites (June 2021), Spatial Options Consultation (December 2021) and Draft Local Plan (April 2024) advocating the expansion of DIRFT. The Spatial Options Consultation identified land to the east of the M1 as a Spatial Option with the potential to deliver employment development (Spatial Options 3a – ‘Land to the East of DIRFT’). However, the later Draft Local Plan designates the land on which the Project is located as ‘Green Wedge’. Prologis is continuing to engage with West Northamptonshire Council regarding its proposals, but it is clear that a s35 direction would reduce the uncertainty and risk around the allocation of the site and determination of a planning application submitted to the local planning authority. Prologis has advised the local planning authority of its intention to submit a s35 direction.
- 3.12

Engagement with local Parish Council’s regarding the proposals for DIRFT IV has also taken place.

4.0 PROJECT DESCRIPTION AND SITE

Site Location and Context

- 4.1

The Project extends to approximately 245 hectares and lies wholly within the administrative area of West Northamptonshire. The location plan at Annex 1 shows the current extent of DIRFT, and the DCO application site boundary edged in red. Detailed assessment work is ongoing, the early findings of which suggests limited requirements for off-site mitigation. However, the requirement for off-site works, primarily linked to the potential for transport improvements, remains subject to ongoing assessment which may extend to include development in authorities neighbouring West Northamptonshire.
- 4.2

The application site is located in close proximity to Junction 18 of the M1 and lies to the north of the village of Crick and to west of the village of Yelvertoft.
- 4.3

The M1 runs immediately adjacent to the western boundary of the site and Hillmorton Lane partially bounds the site to the south. The remainder of the southern boundary is formed of a track and farmland beyond. There is no formal boundary to the north, and the east of the site is partially defined by field boundaries. A farmyard at Hillmorton Lane lies at the boundary of easternmost point of the site.
- 4.4

The area of the proposed development for which the DCO will be submitted for approval extends onto land currently used as two wind farms: Lilbourne Wind Farm and Yelvertoft Wind Farm.
- 4.5

DIRFT III is located immediately west of the site across the M1 motorway and the wider DIRFT estate lies to the south-west. Beyond Hillmorton Lane to the south is Yelvertoft Solar Farm and the Grand Union Canal.
- 4.6

Three Public Rights of Way traverse the site. There is an existing pedestrian and bridleway bridge situated at the western boundary, which constitutes an access point to the site over the M1 from the DIRFT estate.

Proposed Development

Built Development

- 4.7

The principal element of the Project comprises around 511,000 sq. m (5.5 million sq. ft) of advanced industrial logistics floorspace and ancillary office accommodation, located across two development plots dissected by the proposed internal access road.
- 4.8

The development plots are located towards the centre of the site, located adjacent to the M1 motorway (with an intervening corridor of landscaping). The development plots will accommodate industrial logistics buildings across defined plateaus, with the buildings designed to accommodate some areas of mezzanines (included within the floorspace total referenced above).

Access

- 4.9

The proposed development is divided into two zones by a circular access road which will connect the site to DIRFT III via two bridges over the M1, one to the north linking to the internal estate road to the north of the rail terminal, and the other to the south, again linking to the DIRFT III internal estate road. All road access to the application site will be via DIRFT (there will be no access via the existing road network to the east of the M1 motorway). The use of the private road network will allow non-road going tugs to move overweight containerised freight throughout the park, a key operational requirement for efficiencies and costs.
- 4.10

The development will deliver a network of sustainable transport linkages and a multi-modal public transport hub that supports active travel. Together, these will form part of the park-wide amenity, enhancing connectivity, accessibility, and wellbeing for all users and the community.

PROW

- 4.11

The DCO will address the need to maintain, divert and extend existing Public Rights of Way, to ensure public access through the site is maintained.

Open Space and Countryside

- 4.12

The two development zones are proposed to be located centrally within the site, bounded by the M1 to the west and surrounded by landscaping and substantial areas of open space, including new footpaths, woodland, watercourse enhancements and other habitats. Over 50% of the proposed site will be occupied by landscape through an extension of Lilbourne Meadows and the creation of Yelvertoft Meadows, delivering recreational and biodiversity benefits with public access.
- 4.13

This approach builds upon the success of DIRFT III, specifically the creation of the 193 acre Lilbourne Meadows Nature Reserve to the north of the site, which is managed by the Wildlife Trust for Beds, Cambs and Northants and is now a successful habitat resource.

Park Amenity and the Innovation Centre for Excellence

- 4.14

The Project also includes a new lorry park with associated amenity hub and the UK's first Prologis Innovation Centre for Excellence (ICE). The ICE will act as a catalyst for innovation, training, and the application of advanced logistics technologies — a key sector underpinning productivity across the Golden Triangle of Logistics and the Oxford–Cambridge Growth Corridor. The Centre will foster collaboration between academia, industry and government, supporting the transfer of research and innovation into practical commercial solutions that enhance supply chain resilience.
- 4.15

Both the lorry park and the ICE will be located to the south of the warehousing zones, in the southern part of the site, and will be connected to the wider DIRFT estate via the proposed circular access road.

Self-Sufficient Energy Strategy

- 4.16

The Project will provide a site-wide photovoltaic solar cell and battery system that will fully serve the energy demands of the site, aligning with the sustainability goals of the Project. The development will also achieve net zero carbon status through exemplar standards in sustainable design and construction.

Removal of Wind Turbines

- 4.17

As the existing wind turbines across the site come towards the end of their consented life, proposals involve the decommissioning and removal of these prominent features in the landscape. Notwithstanding the required removal of wind turbines, it is noted that the opportunities presented by the solar cell and battery system to be employed at the site will assist in the off-setting of renewable energy generation capacity associated with the existing use of the turbines.

DIRFT IV- A Vision

- 4.18

A Vision Document which describes and illustrates the Project further, is provided in Annex 3.

Reasons for seeking a direction under Section 35

- 4.19

Overall and in summary, the reasons for seeking a direction under s35 are linked to the national significance of the Proposed Development and the complexities of delivering such a project through alternative consenting. The Project proposes the creation of an advanced industrial logistics park of significant scale, with the potential to make a transformational contribution towards the capacity of DIRFT and the success of the UK’s rail freight and logistics industry. The Project is nationally significant and should therefore be considered at a national level.
- 4.20

To put the proposals within context, the proposed development is estimated to generate a construction value of over £1bn over 10 years and involve a GVA contribution of £195 million annually during construction from direct and indirect FTE jobs. Once operational, the annual GVA contribution of DIRFT IV is estimated to rise up to £228 million.
- 4.21

In addition to the financial implications of the Project, its position with respect to the existing DIRFT estate and location in the Midlands constitutes the Project as strategically important in both regional and national contexts. It will be central to the delivery of Government ambitions in the sector, supporting the growth of rail-served warehousing and promoting a modal shift towards rail freight. The Proposed Development offers the opportunity to reduce the stress on the strategic highway network and reducing emissions, assisting the Government in achieving climate targets. These matters are best considered against national objectives, with the DCO process likely to ensure appropriate weight is given to those issues which have benefits beyond the local catchment. It would also ensure a timely delivery of a decision, given the statutory timeframe imposed on DCO submissions.
- 4.22

In addition, it is noted that to deliver the Project, powers of compulsory acquisition are likely to be required as private treaty negotiations on land rights cannot be guaranteed. Notwithstanding that Prologis has agreed positions on land control across the site, the consideration and grant of these powers through the DCO process would assist in this delivery of the Project, reducing uncertainty and risk of inconsistency in consenting.
- 4.23

Hence, the Project would benefit from the DCO consenting process, and as such, there is a necessity to pursue a s35 direction from the Secretary of State.

5.0 QUALIFYING AS A S35 DEVELOPMENT

- 5.1

Section 35(1) of the PA 2008 states that the SoS may give a direction for development to be treated as development for which development consent is required.
- 5.2

An application can only be made in response to a “qualifying request” made by a “person who proposes to carry out any of the development to which the request relates” (Section 35ZA (2)). As above, it is confirmed that this application is submitted by Prologis who intend to carry out the proposed development.
- 5.3

The provisions of s35 confirm that:

(2) The Secretary of State may give a direction under subsection (1) only if—

(a) the development is or forms part of—

...(ii)a business or commercial project (or proposed project) of a **prescribed description**,

(b) the development will (when completed) be wholly in one or more of the areas specified in subsection (**the development would be solely within England**), and

(c) the Secretary of State thinks the project (or proposed project) is of national significance, either by itself or when considered with—

...(ii) in a case within paragraph (a)(ii), one or more other business or commercial projects (or proposed projects) of a description prescribed under paragraph (a)(ii) (text highlighted for our emphasis).

5.4

Addressing these requirements in turn, the Proposed Development is a business or commercial project, involving the creation of an **advanced industrial logistics park**. The Infrastructure Planning (Business or Commercial Projects) Regulations 2013 set out the **prescribed description** for the purpose of the application of S.35(2)(a)(ii). A project is a prescribed project if it consists “wholly or mainly of the construction of buildings or facilities for use for the purposes of one or more of the matters in the Schedule to these Regulations.”The proposed development will be constructed and used wholly or mainly for the purposes of storage and distribution of goods, industrial processes and offices, all of which are included in the Schedule to the Regulations.

5.5

As above, the Proposed Development is located **wholly within England**, and this request is made by Prologis, who propose to carry out the development should a DCO be forthcoming.

5.6

With the Project qualifying as a proposed business or commercial project of a prescribed description and a scheme that falls solely within England, this statement continues by detailing the national significance of the scheme (i.e. the final criterion against which s35 submissions are to be assessed).

13

National Significance of the Project

- 5.7

It is considered that the Project is of national significance given the nature and the scale of the proposed use (i.e., an advanced industrial logistics park offering around 511,000 sq. m of rail-served floorspace). Furthermore, the Project will have significant positive economic impacts, noteworthy at a national scale.
- 5.8

To understand how these characteristics translate to ‘national importance’, it is relevant to have regard to the DCLG Policy Statement: ‘Extension of the nationally significant infrastructure planning regime to business and commercial projects’ (2013). This confirms that in coming to a decision on s35 Direction requests, the Secretary of State will have regard to:

*“1. whether a project is likely to have a **significant economic impact**, or is important for driving growth in the economy;*

*2. whether a project has an **impact across an area wider than a single local authority area**;*

*3. whether a project is of a **substantial physical size** – for warehousing, storage, and distribution where the area to be developed is 40,000 m2 or more; or*

*4. whether a project is important to the **delivery of a nationally significant infrastructure project or other significant development.**”*
- 5.9

The Guidance continues, stating that the Secretary of State will also consider any matter which the Secretary of State considers relevant to whether a direction should be made.
- 5.10

This will include:

*“• whether a project is likely to require **multiple consents or authorisations**, and which, in consequence, would benefit from the single authorisation process offered by the nationally significant infrastructure regime;*

*• whether the project is **related to a nationally significant infrastructure project** being brought forward at the same time and therefore would benefit from the scheme being considered as a single application through the 2008 Act regime.” (our emphasis).*

Point 1: Significant Economic Impact

The Importance of Advanced Industrial Logistics and Rail Freight to the UK Economy

- 5.11

In response to criterion 1 above, the economic significance of the Project is summarised and presented below. The project represents a major global investment to enhance the UK’s critical industrial logistics infrastructure at scale. However, the wider context related to the benefits derived from increased rail-served storage and distribution facilities for the UK economy are also relevant.

- 5.12

The National Planning Policy Framework (‘NPPF’) (December 2024) **requires “that a clear economic vision and strategy which positively and proactively encourages sustainable economic growth having regard to the national Industrial Strategy”** and strategy which positively encourages storage and distribution facilities have a key role in supporting national economic growth. Paragraph 86 confirms that planning policies should *“pay particular regard to facilitating development to meet the needs of a modern economy, including by identifying suitable locations for uses such as laboratories, gigafactories, data centres, digital infrastructure, **freight and logistics**”*.
- 5.13

Paragraph 87 of the NPPF follows this up, requiring planning decisions to recognise the specific locational requirements of different sectors, including, making provision for: *“storage and distribution operations at a variety of scales and in suitably accessible locations that allow for the efficient and reliable handling of goods, especially where this is needed to support the supply chain, transport innovation and decarbonisation” and “the expansion or modernisation of other industries of local, regional or national importance”*.
- 5.14

The Project also directly aligns with the March 2024 National Networks National Policy Statement (‘NNNPS’) which recognises the important role of the rail network in moving freight, contributing towards both a resilient and effective supply chain for the country whilst significantly reducing carbon emissions and supporting economic growth. The NNNPS identifies a compelling need for an expanded network of SRFIs and highlights throughout the importance of facilitating the development of the rail freight industry where there is a high opportunity for modal shift. By bringing forward this nationally significant project, Prologis will assist in the delivery of the Government’s ambitions for rail freight growth and unlocking the wide ranging environmental, social and economic benefits of the sector.
- 5.15

The Project has been designed and located optimally to support the national logistics supply chain and existing rail freight operations as well as facilitating opportunities for an advanced manufacturing base. Its proximity and operational links to DIRFT, with open-access rail terminals and proven performance as the UK’s most successful rail-freight facility, create a unique opportunity to sustain and increase modal shift in freight movement while supporting the co-location of high-value logistics, production and innovation activity. Together, these outcomes will drive sustainable economic growth and reinforce the UK’s competitive position in advanced manufacturing and industrial logistics innovation.

Direct Economic Benefits

- 5.16

The proposed Project offers the potential to make a substantial contribution towards delivery of the economic ambitions for the sector and will provide significant benefits to the local and wider economy at both the construction and operational stages.
- 5.17

The Project has an estimated construction value of £1 billion over 10 years and anticipates delivering 750 direct construction jobs and over 900 indirect jobs annually. The construction period is expected to generate a £195 million GVA injection annually.

- 5.18

Once operational, the site is anticipated to provide just over 5,250 direct jobs on site, over 2,300 indirect jobs regionally of which over 1,500 will be locally employed. Once operational, the Proposed Development is anticipated to deliver up to £228 million in GVA annually.
- 5.19

In addition, it is estimated that the Project will generate £32.05 million in gross annual payable business rates, of which £16.05 million be retained by the local authority annually.

Point 2: Cross Boundary Effects

- 5.20

As outlined above, the scale of development proposed, and its associated economic benefit will ensure that the proposals will have an effect way beyond the immediate catchment of the site. The regional and national economic effects of the Project are signposted above, with regard to job creation, GVA calculations, etc, clearly evidencing the cross boundary effects of the scheme.
- 5.21

Furthermore, the nature of the development, offering much in demand advanced industrial logistics floorspace located in close proximity to the DIRFT III rail terminal granting valuable access to the railways and accessed by its own internal road network ideal for tug haulage efficiencies, will ensure the development will serve a wide commercial market considerably beyond the local authority. The location of the site relative to key national road and rail corridors provides unrivalled connectivity that underpins national and regional supply chains and directly supports growth and innovation within the Oxford–Cambridge Growth Corridor and the wider Midlands Engine. Commercial occupiers looking to exploiting the advantages of this location are highly likely to be national companies, and the recent investment decisions made by Marks & Spencer and Royal Mail in taking floorspace at DIRFT III evidence the nationwide significance of DIRFT (and any extension to it). The Project represents a development that has the capacity and characteristics to serve a wide market, way beyond the confines of West Northamptonshire.

Point 3: Scale of Development

- 5.22

Section 4.0 and the Vision Document at Annex 3 of this statement provides clarity regarding the nature of the proposed development. The Project would comprise a significant advanced industrial logistics park, and clearly exceeds the threshold of 40,000 sq. m, as defined within the DCLG Policy Statement– as above, the proposal will provide approximately 511,000 sq. m (5.5 million sq. ft) of rail-served industrial logistics warehouses with ancillary office floorspace.

Point 4: Importance to the delivery of a nationally significant infrastructure project or other significant development

- 5.23

The proposals for the Project are linked directly with DIRFT, both physically (with the access to the site secured via the DIRFT estate) and operationally (with the availability of the DIRFT rail terminals located in such close proximity to the application site). DIRFT is the UK’s most successful Strategic Rail Freight Interchange (SRFI) and one of Europe’s largest inland multimodal logistics hubs. As above, DIRFT III was a subject of a successful DCO application. The Project will benefit from the sharing and use of the rail freight terminal and existing infrastructure located within DIRFT and will provide additional demand for the use of the rail infrastructure already in place and consented as an NSIP. Whilst the existing rail freight terminal has been delivered, the Project will support increased activity at the terminal and further enhance its role as a piece of nationally critical infrastructure.
- 5.24

The proposed development would therefore encourage the further success of an existing NSIP, stimulating more modal shift through the DIRFT III rail infrastructure.

Point 5: Multiple consents or authorisations

- 5.25

The Project will require multiple consents, including (but not limited to):
 - Compulsory powers for land and/or rights over land to secure certain outcomes on land control and rights over land, primarily for construction purposes;
 - Consents for works to the highways in respect of off-site highway works;
 - Permanent and/or temporary powers to divert or close public rights of way; and,
 - Provisions relating to utilities.
- 5.26

Securing the necessary consents to deliver the project under the authority of the DCO will greatly assist with the timely delivery of the project, simplifying procedural matters for the benefit of both the applicant and all other interested parties.

Point 6: Related to a nationally significant infrastructure project being brought forward at the same time

- 5.27

This point is not relevant to these proposals.

6.0 SUMMARY

- 6.1

Prologis is seeking a direction from the Secretary of State under s35 of the PA 2008 to enable the Project to be treated as a development for which development consent is required. This statement has confirmed that:

 - this application is submitted by Prologis who intend to carry out the proposed development;
 - the Project is a business or commercial project of a prescribed description;
 - the Project is solely within England;
 - The Project is of national significance and represents a major global investment to deliver the UK’s critical industrial and logistics infrastructure at scale, driving productivity and economic growth. DIRFT is one of the largest inland rail freight ports in the UK and Europe, providing critical multimodal connections that underpin national and regional supply chains and directly support growth within the Oxford–Cambridge Growth Corridor and the wider Midlands Engine. Significant positive economic impacts will arise during both construction and operation, extending across local authority boundaries by virtue of its scale, strategic location, and direct operational relationship with DIRFT III, an existing Nationally Significant Infrastructure Project (NSIP); and,
 - The Project’s contribution towards delivering a modal shift in freight transport and with it, delivering on Government objectives, strategies and policies for freight, further adds to its national significance.
- 6.2

Furthermore, a direction will aid Prologis with the delivery of the project, assisting with:

 - the timing of the consenting, creating a defined programme through to a decision; and,
 - giving appropriate weight to the importance of rail freight and rail-served industrial logistics sites to the UK economy, in any decision.
 - Securing multiple consents necessary to deliver the project.

ANNEX 1: PROJECT INDICATIVE REDLINE



ANNEX 2: PROJECT COMPLIANCE WITH S35ZA(2) AND (11)

Annex 2: Qualifying Request under Section 35-Section 35ZA Provisions

Section 35(1) of the PA 2008 states that the SoS may give a direction for development to be treated as development for which development consent is required subject to the provisions set out in that section and Section 35ZA. Those provisions relevant to the Project are:

Qualifying Request	
	The Project will entail the construction of buildings and facilities for use of the purpose of one or more of the matters set out in the Schedule to the Infrastructure Planning (Business or Commercial Projects) Regulations 2013, being storage or distribution of goods, industrial processes and offices (See Section 5.0). The Project does not involve the extraction of peat, coal, oil and gas.
That this qualifying request is made by a person who proposes to carry out any of the development; a person who proposes to apply for planning permission in relation to any of that development; and a person who, once a s35 direction is made, proposes to apply for an order granting development consent for any of that development.	
If a person proposes to make a planning application in relation to the development, the SoS may, when giving its direction under s35(1), direct the proposed application to be treated as a proposed application for development consent.	
A direction under s35ZA(3) may provide for specified provisions of or made under this or any other Act – to either: (a)to have effect in relation to the application, or proposed application, with any specified modifications, or (b)to be treated as having been complied with in relation to the application or proposed application.	
If the SoS is considering whether to give a direction under s35ZA(3), the SoS may direct the relevant authority to take no further action in relation to the application, or proposed application, until the Secretary of State has decided whether to give the direction.	
Defines a ‘qualifying request’ as written request for a direction under s35(1), that: (a) the development to which the request relates; and (b) how the conditions in s35(2)(a) and (b) are met in relation to the development.	This request represents a ‘qualifying request as it is: (1) made in writing; (2) specifies the development to which it relates (see section on Project Description and Site (See Section 4.0); (3) sets out how the conditions in s35(2)(a) and (b) are met (See Section 5.0).

ANNEX 3: DIRFT IV VISION DOCUMENT

DIRFT IV VISION SUMMARY

THE UK'S LEADING RAIL-SERVED
LOGISTICS PARK

[PROLOGIS.CO.UK/DIRFT](https://prologis.co.uk/dirft)

NOVEMBER 2025



INTRODUCTION

This document sets out Prologis’ vision for the future expansion of Prologis RFI DIRFT on land east of the M1.



ABOUT PROLOGIS

Prologis is the largest global investor, developer and long term owner of modern, sustainable logistics space. We deliver more than just buildings; we create places where our customers and communities can flourish.



ABOUT DIRFT

Over the last 18 years at Prologis RFI DIRFT, we are proud to have worked with the Local Council and communities to create the UK’s most successful rail served logistics park. Employing well over 10,000 people in an ever-expanding range of jobs, it is the first park of its type to deliver:



A LORRY PARK
TO PROVIDE
WELFARE FOR
DRIVERS



A HUB BUILDING
AND DEDICATED
TRAINING
PROGRAMME



CREATION OF
LILBOURNE
MEADOWS
NATURE RESERVE



RAIL TERMINAL

a 800m long rail terminal that allows the sustainable transportation of goods via rail freight that will save money and help save the planet

OUR VISION

Prologis is expanding its flagship RFI DIRFT Project to deliver DIRFT IV – an exemplar advanced industrial logistics destination that sets new standards in technology, design, and sustainability. It will drive innovation across the sector, fostering the next generation of talent and sustainable industrial logistics solutions.

The expansion of RFI DIRFT is a nationally significant project that would deliver sustainable growth, jobs and critical national infrastructure for the future – ensuring a resilient and effective supply chain for UK plc.

We're investing in places and partnerships that power progress creating opportunity, supporting innovation, and delivering long term, sustainable growth. Robin Woodbridge, Senior Vice President, Head of Capital Deployment UK.

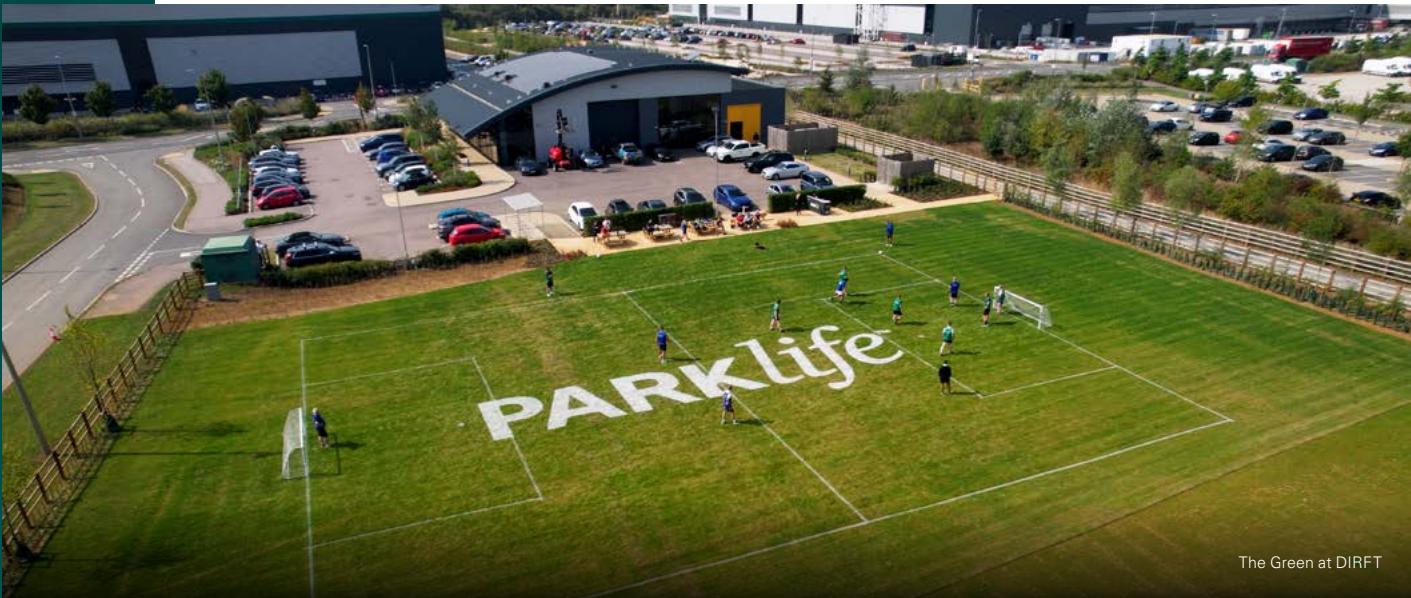


OUR PROPOSALS

Prologis RFI DIRFT is the UK's premier logistics park due to its optimum location for warehousing and logistics in the centre of Britain, with strategic road connections to the M1 and M6/A14 interchange.

We are seeking to build on the success and legacy of DIRFT through the expansion of the park to **deliver up to 5.5 million sq ft of advanced industrial logistics floorspace set within a vast parkland area that will create new habitat areas. The expansion of DIRFT will be achieved via private road connections to the existing estate on the west of the M1.** The ability to link the site to DIRFT is a unique benefit that only Prologis can deliver and will reduce the number of commercial vehicles using the strategic highways network. The development will deliver a network of sustainable transport linkages and a multi modal public transport hub that supports active travel. Together, these will form part of the park wide amenity, enhancing connectivity, accessibility and well being for all users and the community.

The site will also deliver the **UK's first ever Prologis ICE (Innovation Centre for Excellence) which will focus on driving technological advancement in the logistics sector** cementing RFI DIRFT as the leader in logistics real estate in the UK and Europe. Our ambitious approach is fully aligned with Government objectives for the future of logistics in the UK and will unlock wide ranging environmental, social and economic benefits.



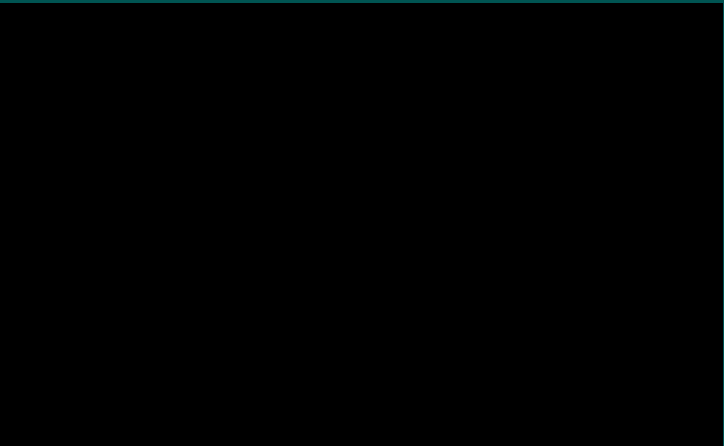
PROPOSAL MASTER PLAN



WHAT ARE THE BENEFITS OF THE SCHEME?



THE PROPOSALS WILL GENERATE OVER:



1

INVESTMENT, JOBS AND TRAINING

At Prologis we are committed to investing in people through the Prologis Warehousing and Logistics Training Programme (PWLTP) to train and reskill unemployed people by equipping them with the knowledge needed to pursue a career in logistics.

AT DIRFT IV WE WILL:

- Provide the UK's first ever Prologis ICE (Innovation Centre for Excellence) which will focus on driving technological advancement and bring together industry and academia within the Golden Triangle of Logistics and the Oxford to Cambridge Growth Corridor.
- Continue the successful training programme at RFI DIRFT by investing in people further, through the creation of over 5,250 jobs at the operational phases of development.

Our research has shown that logistics jobs are evolving and will create specialist and highly skilled, advanced logistics careers in HR, robotics, engineering, and coding.

2

ENVIRONMENTAL STEWARDSHIP, SOCIAL RESPONSIBILITY AND GOVERNANCE (ESG)

Sustainability is built into the fabric of every one of our buildings. We place people, communities and the future of the planet at the forefront of our design process to create buildings that are great places for our customers to work, and that are flexible and efficient to operate from.

AT DIRFT IV WE WILL DELIVER:

- A game changer in sustainability through the following measures:
- Provision of photovoltaic solar cell and battery system that would fully serve the energy needs of the park.
 - A net zero carbon development through exemplar standards in sustainable design and construction.
 - Promotion of the use of rail freight for transportation where possible.
 - Target of BREEAM 'Outstanding'.

OUR VISION

Create and foster change – deliver cheaper power and lower energy costs.

THE RELEVANCE

We want to counter climate change and be a catalyst to deliver more sustainable power generation.

THE BENEFIT

We want DIRFT IV to generate more power than it uses.

THE EVIDENCE

DIRFT III will house the largest BREEAM Outstanding building in the world once M&S' new flagship facility completes.



Prologis is the only logistics developer, globally, to be awarded HRH Terra Carta Seal for Sustainability.

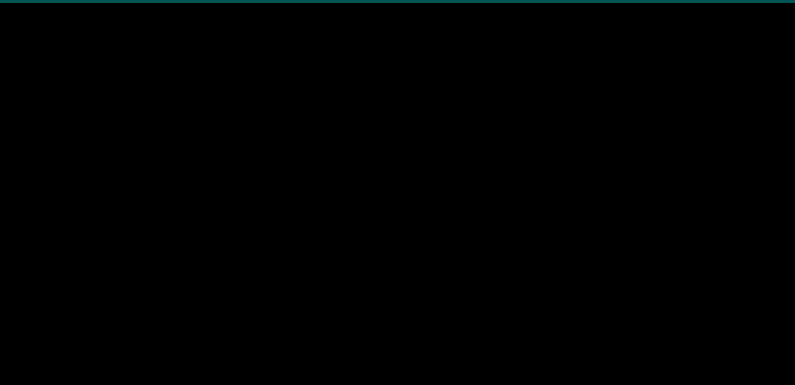
All of our buildings built since 2008 have BREEAM certificates, with more than 25 million sq ft of our UK portfolio achieving BREEAM Excellent or Outstanding rating. This means sustainability has been considered at every stage of the design and build, and will endure for the life of the building.

Our global commitment is to achieve Net Zero emissions in operations by 2040.

3

PARKlife™

At Prologis, the creation of a place that provides customer and local community well being is integral to the success of our Parks.



AT DIRFT IV WE WILL DELIVER:

A landscape led development which delivers biodiversity net gain and will create recreational benefits for the whole community through the provision of:

- An extension of Lilbourne Meadows to include extensive native planting and habitats and public access.
- Creation of Yelvertoft Meadows with substantial areas of open space, new footpaths, woodland, watercourse enhancements and other habitats.
- Creation of a thriving park community through provision of an amenity hub and Lorry Park.
- Integration with the existing DIRFT estate via two bridges over the M1 which will create real highways benefits.
- Footpath and cycleway connections between Rugby and Yelvertoft.

IN CONCLUSION

Prologis is a global investor that is committed to sustainability and innovation. We are proud to be a long-term, significant inward investor in the UK and a partner in place-making and long-term economic growth.

The expansion of Prologis RFI DIRFT provides a unique opportunity for the continued growth of rail freight and will deliver clean, green growth through the adoption of exemplar standards in sustainable design and construction.

The Project is of national significance and represents a major global investment to deliver the UK's critical industrial and logistics infrastructure at scale, driving productivity and economic growth. DIRFT is one of the largest inland rail freight ports in the UK and Europe, providing critical multimodal connections that underpin national and regional supply chains and directly support growth within the Oxford–Cambridge Growth Corridor and the wider Midlands Engine. Significant positive economic impacts will arise during both construction and operation, extending across local authority boundaries by virtue of its scale, strategic location, and direct operational relationship with DIRFT III, an existing Nationally Significant Infrastructure Project (NSIP).