



NORTHAMPTON  
**GATEWAY**  
STRATEGIC RAIL FREIGHT INTERCHANGE

## DCO CHANGES TRACKER

# DOCUMENT 3.4D

The Northampton Gateway Rail Freight Interchange Order 201X

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**Schedule of changes made to the draft Development Consent Order submitted by the Applicant**

This schedule explains changes made to the previous draft Development Consent Order (dDCO) for **Deadline 5** (26 February 2019) (**Document 3.1D** (REP5-011 (tracked) and REP5-012 (clean))). The Applicant’s final dDCO has been submitted for **Deadline 6** (19 March 2019) (**Document 3.1E**).

N.B. Minor typographical changes are not dealt with in this Schedule.

<b>Section/Article No. and title</b>	<b>Change</b>	<b>Reason</b>
<b>Article 2</b>	Addition of definition of “transport assessment” and associated changes to other definitions	The definition has been added since the term is now used in both Schedules 2 and 15.
<b>Article 6</b>	The term “residual” has been added.	To make it clear which adverse environmental effects are being referred to as discussed at ISH5. Consideration has been given to the use of the word “accepted” rather than “identified” but it is not thought appropriate. The reason for this is that the term “accepted” involves a judgment whereas the term “identified” is a factual matter. This provision is about establishing the position which was found to be acceptable (albeit applying a planning balance) at the time the Order was made and to ensure that the maintenance allowable under this article does not go beyond those impacts.
<b>Schedule 1 (authorised development) Further Works</b>	The term “residual” has been added.	See explanation above in relation to article 6.

Section/Article No. and title	Change	Reason
<b>Schedule 2 (requirements)</b>	<p>Requirement 3(3)</p> <p>Addition of a limitation on the ability of the relevant planning authority to agree a revised timing of the rail terminal provision.</p>	<p>This has been added in response to the legal submissions made by Rail Central (please see paragraph 11.1 (e) of the Applicant’s Post Hearing Submissions in respect of ISH5 (<b>Document 8.20</b>) submitted for <b>Deadline 6</b>).</p>
	<p>Requirement 8(2)(a)</p> <p>Reference to Works Numbers.</p>	<p>For clarification for the purposes of the new requirement 32.</p>
	<p>Requirement 8(2)(e)</p> <p>Amendment to percentage of electric charging points.</p>	<p>Reference was made by the ExA at ISH5 to this requirement and the level of provision of electric charging points. The Applicant has since reviewed the position.</p> <p>Although the Government has clear policy and targets for the promotion and up-take of new zero-emission vehicles, it is yet to be supported by specific planning guidance around electric vehicle charging provision for new developments.</p> <p>The National Infrastructure Commission’s National Infrastructure Assessment Report (2018), recommends that the government should “<i>place a requirement on local authorities to work with charge point providers to allocate 5 per cent of their parking spaces by 2020 and 20 per cent by 2025 which may be converted to electric vehicle charge points.</i>”</p> <p>Given this, the Applicant proposes that the development has in place electric vehicle charge points for 5% of total parking spaces initially, with</p>

Section/Article No. and title	Change	Reason
		passive provision for an additional 15% of parking spaces – giving the potential for 20% of parking spaces to have electric vehicle charge points, in accordance with the above report.
	Requirement 31  Amended as per the Applicant's second letter to the ExA of 26 February 2019.	To reflect the outcome of discussions with Rail Central. The requirement is now agreed with Rail Central.
	New requirement 32  Inserted as per email correspondence with the Planning Inspectorate on 12 March 2019.	To reflect the outcome of discussions with Rail Central. The requirement is now agreed with Rail Central and Network Rail.
<b>Schedule 13 (protective provisions)</b>  <b>Part 1 (Network Rail)</b>	Replacement paragraph 22.  Inserted as per the Applicant's third letter to the ExA of 26 February 2019.	To reflect the outcome of discussions with Network Rail. The protective provisions are now agreed with Network Rail.
<b>Schedule 13 (protective provisions)</b>  <b>Part 3 (Local highway authority)</b>	Addition to Paragraph 6	To enable the undertaker to accept a longer maintenance period and greater extent of liability on the basis that information is supplied to the undertaker, allowing effective insurance recovery. The protective provisions are now agreed with Northamptonshire County Council.

<b>Section/Article No. and title</b>	<b>Change</b>	<b>Reason</b>
<b>Schedule 16 (certification of plans and documents)</b>	Revision updates.	The Schedule has been updated to reflect the latest revisions of documentation and plans submitted to the ExA.