



NORTHAMPTON
GATEWAY
STRATEGIC RAIL FREIGHT INTERCHANGE

UPDATED COMMITMENTS TRACKER

DOCUMENT 6.11B

The Northampton Gateway Rail Freight Interchange Order 201X

UPDATED COMMITMENTS TRACKER | 19 MARCH 2019

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Northampton Gateway Rail Freight
Interchange Order 201X

Regulation 5 (2) (q)

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NORTHAMPTON GATEWAY
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COMMITMENTS TRACKER:

This Schedule sets out the commitments, mitigation controls and other best practice measures identified in the Environmental Statement (**Document 5.2**) and other parts of the Application. It lists where those controls and measures will be enforced or secured, including with regard to the requirements contained in Schedule 2 of the draft Development Consent Order (**Document 3.1E**, submitted for **Deadline 6**) and the Engrossment S106 Agreement (**Document 6.4C**) where relevant.

This document has been updated (and submitted at **Deadline 6**, 19 March 2019) to capture amendments made to the dDCO and the S106 Agreement and other documentation during the course of the Examination.

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|---|--|---|
| | Chapter 1 – Introduction | |
| 1 | No mitigation measures outlined or relevant within this chapter. | |
| | Chapter 2 – Description of Development | |
| 2 | <p>No mitigation specific measures are proposed or assessed in this chapter. However the description of development includes reference to a range of integral elements or measures (sometimes referred to as embedded mitigation) which serve to mitigate or eliminate potential adverse effects. References are made to these integral mitigation measures either directly, or with reference to Chapter 2, in the topic specific chapters of the ES.</p> <p>The following elements of the proposed development as described in Chapter 2 (paragraph 2.3.1, and expanded in later sections of Chapter 2) form parts of the proposed and committed mitigation as assessed by the ES:</p> <ul style="list-style-type: none"> • <i>Strategic landscaping and tree planting;</i> • <i>improvements to M1 Junctions 15 and 15A and other highways works including the Roade bypass;</i> • <i>Secure HGV Parking facility on-site (also see below item 7);</i> • <i>Earthworks</i> • <i>Restrictions to prevent south-bound travel by HGVs leaving the site.</i> <p>Chapter 2 also refers, and includes as Appendices, the Sustainability Statement (see below) and CEMP, as well as making reference to the Highways Phasing plans.</p> | <p>These mitigation measures, which are an integral part of the proposed development are secured via the following requirements (as also set out below with regard to each topic specific chapter of the ES):</p> <p><i>Requirement 3 Components of development and phasing;</i> <i>Requirements 5 and 6 Design and Phasing of Highways Works;</i> <i>Requirements 8 and 9 Detailed design approval;</i> <i>Requirement 10 Provision of landscaping.</i> <i>Requirement 11 Landscape and Ecological Management Plan</i> <i>Requirement 13 Earthworks</i></p> <p>Secured via Parameters Plan and article 4 of the DCO which defines the parameters of the development on the main site.</p> <p>Also, with regard to the proposed improvement works at Junction 15A, Requirement 31 addresses a potential future scenario where the Rail Central SRFI is also approved and may instead deliver an alternative package of works at this junction which will have been adjudged by the Secretary of State following the Rail Central Examination to satisfactorily deal with the cumulative impact of both schemes..</p> |

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| 3 | <p>A fully functioning rail freight terminal capable of accommodating a minimum of four trains a day will be built and completed prior to first occupation of any warehouse on the site, with the new rail line connecting the terminal to the rail-served development plots, and the head-shunt, also delivered as part of an initial phase of work.</p> | <p><i>Requirement 3(3) Components of development and phasing</i> specifically secures the delivery of the rail freight terminal prior to first occupation of any warehouse.</p> |
| 4 | <p>The proposed rail terminal will be connected to the West Coast Main Line railway ‘Loop Line’ with new north and south facing connections. The rail terminal and expansion areas are significant in scale with extensive storage and operational areas. This will allow the terminal to be expanded and adapted in response to future market requirements. The terminal area also has the capability to accommodate a Rapid Rail Freight facility as part of the ‘future-proofing’ of the site to enable the site to meet a range of rail market requirements.</p> | <p><i>Requirement 3(3) Components of development and phasing; Requirements 8 and 9 Detailed design approval.</i></p> <p><i>Parameters Plan and article 4</i> - The Parameters Plan identifies (and protects) the areas necessary for all rail components of the proposals. Whether or not the rapid rail freight facility comes forward will depend on the market (as described in the Market Analysis Report).</p> |
| 5. | <p>The proposals include fixed minimum Finished Floor Levels and maximum heights for buildings (measured in AOD). This allows some flexibility in terms of how the buildings are configured but also means – as a result of the fixed maximum heights – there is certainty for local communities and the local authorities regarding the worst-case ‘visual envelope’ of the buildings.</p> | <p><i>Requirements 8 and 9 Detailed design approval; Parameters Plan and article 4; Requirement 13 Earthworks.</i></p> |
| 6 | <p>The Plans illustrate how the screening bunds and associated landscaping will be formed early in the construction process and be in place prior to the completion of the buildings which they are intended to screen.</p> | <p><i>Requirement 3(3) Components of development and phasing; Requirement 13 Earthworks; Requirement 11 Landscape and Ecological Management Plan.</i></p> |
| 7. | <p>Zone A will also include an area of secure, dedicated, HGV parking in direct response to the potential for the site to exacerbate existing concerns with regard to crime against HGV vehicles and drivers in and around Northampton. This provision will ensure that HGVs arriving early at the site are able to wait in a safe, suitable location. This will</p> | <p>The HGV Parking facility is safeguarded for that use the Parameters Plan and included in the DCO description of the Authorised Development – it forms part of <i>Works No.4</i>.</p> |

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| | <p>include driver welfare facilities and will help ensure that the site does not contribute to any impacts on the amenity of nearby communities caused by parked HGVs, particularly overnight. The provision will only be available for HGV visiting the warehousing or the terminal.</p> | <ul style="list-style-type: none"> • <i>Requirement 3(3) Components of development and phasing</i> – includes details of the rail terminal and related infrastructure, and development plots; <p><i>Requirements 8 and 9 Detailed design approval</i> – includes all built development and other details.</p> |
| <p>8.</p> | <p>A financial contribution will also be provided to Northamptonshire County Council for:</p> <ul style="list-style-type: none"> - capacity improvement schemes at the A45 Queen Eleanor Interchange and at junctions along the A5076, extending between the A45 and A5123; and - a Knock Lane and Blisworth Road maintenance and minor works fund, to be used in the event that the increased use of the roads should expedite the need for maintenance or other remedial works. <p>(Also see below Transport Section in this Commitments Tracker).</p> | <p><i>S106 Obligation – S106 Schedule 2, and Schedule 4.</i></p> |
| <p>9</p> | <p>An integral part of the access layout is the provision of a segregated left turn lane for traffic travelling northbound to M1 Junction 15. The roundabout will include a height barrier (within the private estate road) to prevent HGVs turning right at the roundabout, thereby requiring all HGVs departing the site to travel north on the A508 and access the wider highway network via M1 Junction 15.</p> <p>The physical enforcement of the site access layout will be supported by the installation and use of an HGV monitoring system – the ES refers to use of Automatic Number Plate Recognition (ANPR) enforcement cameras on the site access arm of the roundabout and on the A508 to the south of the access roundabout, but the details of the specific monitoring scheme and system are to be agreed.</p> | <p><i>Requirement 4 (9) Sustainable Transport</i> - specifically secures approval of a HGV monitoring scheme including a monitoring system.</p> <p><i>Requirements 5 and 6 Design and Phasing of Highways Works;</i></p> <p><i>Requirement 8(l)</i> – specifically refers to the height barrier at the site access roundabout to restrict HGV right-turn.</p> |
| | <p><u>ES Appendix 2.1 Construction Environmental Management Plan (CEMP):</u></p> | |

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| 10 | <p>The precise number of phase specific CEMPs will depend on the precise split of components of construction work which has yet to be confirmed, However, phase specific P-CEMPs will be provided for:</p> <ul style="list-style-type: none"> • Main site (potentially split further into the earthworks, drainage, roads and landscaping). • Rail terminal. • Rail connection and railway works. • Each component of the highway works as defined by Parts 2 and 3 of schedule 13 of the DCO. • Each warehouse developed. | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP).</i></p> |
| 11 | <p>P-CEMPs to provide detailed mitigation and site management measures as required for the relevant phase of works, to be agreed with the local authority in advance – these include measures referred to in the DCO Requirements, and where appropriate including:</p> <ul style="list-style-type: none"> • appropriate environmental management systems, under BS 14000 or similar, • noise monitoring (CEMP section 6 – also see Noise section of this Commitments Tracker) • Soil and dust management measures (CEMP section 7) • Details of contractors compounds and any temporary buildings or other facilities (CEMP section 8) | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP).</i></p> |

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| | <ul style="list-style-type: none"> • Waste Management measures (CEMP section 9) • Storage of fuels and other chemicals (CEMP section 10) • Details of any lighting required (CEMP section 12) • Directional signage for construction traffic (CEMP section 14) • Landscape, planting or habitat protection measures (CEMP sections 15 and 16) – also see the Ecology and Nature section of this Commitments Tracker. • Temporary drainage or water management systems (CEMP section 18) • Advisory signage (CEMP section 17), and rights of way diversions (section 19). | |
| 12 | <p>Contractor to develop an appropriate strategy for communicating with the public both before commencement and during the contract. This must be in accordance with protocol for community liaison pursuant to Requirement 29 and, for any highway works on the strategic road network, the scheme for stakeholder liaison agreed pursuant to Schedule 13 Part 2.</p> <p>Applicant will establish and participate in a Community Liaison Group – to facilitate liaison between various bodies in relation to construction and operation of the development.</p> <p>Associated with this, the Applicant will establish a Community Fund to support local priority projects in the four Parishes closest to the SRFI, administered and overseen by SNC working with the Community Liaison Group.</p> | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP).</i></p> <p><i>Requirement 29 Community Liaison Group.</i></p> <p><i>Section 106 – Schedule 1 and Schedule 3 - these parts of the S106 define and secure the Community Fund Contribution.</i></p> |
| | <p><u>ES Appendix 2.2 Sustainability Statement:</u></p> | |

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| <p>14</p> | <p>To minimise the carbon footprint of the proposed development, an energy strategy has been set out for the approach to the built development. This commits to reducing carbon impact through use of Low and Zero Carbon (LCZ) technologies:</p> <ul style="list-style-type: none"> - to design and build warehouses which achieve at least BREEAM 2018 'Very Good' ratings; - incorporate energy efficiency measures – passive and best practice measures, including use of Low and Zero Carbon technology - to reduce inherent energy demand and associated CO2 emissions of the development; | <p><i>Requirements 8 and 9 Detailed design approval. Requirement 16 Building sustainability.</i></p> |
| <p>15</p> | <p>An overview of the proposed measures includes the following:</p> <ul style="list-style-type: none"> • low NOx high efficiency condensing boilers, with low temperature flow and return hot water heating to maximise efficiency and minimise losses; • glazing specified to provide excellent thermal performance combined with optimum solar reflectance to minimise summer solar heat gains, and high daylight transmittance factors to maximise daylight factors; • high-efficiency, low energy motors to drive any mechanical ventilation; • air tightness characteristics to support low energy building, targeting an improvement of 75% against Part L Building Regulations; • Adoption of the following low and zero carbon technologies on-site: <ul style="list-style-type: none"> ○ Solar photovoltaic panels (energy generation); | <p><i>Requirement 8 Detailed design approval – including securing provision of electric vehicle charging points 8(e). Requirement 16 – Building sustainability</i></p> |

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| | <ul style="list-style-type: none"> ○ Solar thermal (energy generation); ○ Air source heat pumps (energy generation/extraction). ● Provision of electric vehicle charging stations (also see Transport section of this Commitments Tracker). | |
| | | |
| Chapter 3 – Socio-economic – Enhancement Measures | | |
| 1 | A recruitment/training programme with a focus on the South Northamptonshire Jobs Club | <i>Requirement 28 – Employment, which secures delivery of the ‘Employment Scheme’ as defined in Schedule 2 of the DCO</i> |
| 2 | Advertising jobs using Universal Jobmatch, and liaison with Jobcentre Plus in locations where deprivation has been identified. | <i>Requirement 28 – Employment, which secures delivery of the ‘Employment Scheme’ as defined in Schedule 2 of the DCO</i> |
| 3 | Engagement with local colleges and training providers to identify opportunities for ‘external’ workforce training provision to help local skills and employment. | <i>Requirement 28 – Employment, which secures delivery of the ‘Employment Scheme’ as defined in Schedule 2 of the DCO</i> |
| 4 | Contractors encouraged to adopt local sourcing to maximise supply chain benefits. | <i>Requirement 28 – Employment, which secures delivery of the ‘Employment Scheme’ as defined in Schedule 2 of the DCO</i> |
| 5 | Monitoring and reporting of employment measures to be agreed as part of the Employment scheme. | <i>Requirement 28 – Employment, which secures delivery of the ‘Employment Scheme’ as defined in Schedule 2 of the DCO</i> |
| Chapter 4 – Landscape and Visual – ‘Section 5: Landscape Strategy, Design and Mitigation’ | | |

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| 1 | Formation of earthworks and mounding to most of the Main Site’s perimeter and new native planting. | <i>Requirement 3 Components of development and phasing; Requirements 8 and 9 Detailed design approval; Requirement 10 Provision of landscaping.</i> |
| 2 | Implementation of the strategy to be secure, including management and maintenance of the landscape areas and features, through a Landscape & Ecological Management Plan (LEMP). ES Appendix 5.12 contains the LEMP. | <i>Requirement 11 Landscape and Ecological Management Plan</i> |
| 3 | Early implementation of some of the outer and perimeter landscape and associated earthworks will assist in minimising some of the indirect influences over the immediate surrounding landscape during the construction period. | <i>Requirement 3 Components of development and phasing; Requirement 10 Provision of landscaping – item 10(e) refers to agreeing an implementation timetable.</i> |
| 4 | Well managed and controlled on-site activities, and application of good practices throughout the construction process will minimise the potential adverse visual effects from construction. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 5 | Comprehensive management of not only the proposed planting and habitats but also the existing conserved woodland, trees, hedgerows and other habitats will assist in reducing the initial operational landscape and visual effects. | <i>Requirement 11 Landscape and Ecological Management Plan</i> |
| 6 | The retained main woodlands of Highgate and Churchill’s within the main site area will be conserved and protected during the course of construction and operation. | <i>Requirement 10 Provision of landscaping. Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 7 | Integrating Sustainable Drainage (SUDs) features and measures within the landscaping to deliver valuable biodiversity and amenity benefits wherever practicable. | <i>Requirement 8 and 9 Detailed design approval. Requirements 11 Landscape and Ecological Management Plan</i> |

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| | | <i>Requirements 17, 18 and 19 Flood risk and surface water drainage</i> |
| | Chapter 5 – Ecology Nature and Conservation – Mitigation and Compensation | |
| 1 | Effects upon non-statutory sites of nature conservation interest, and general land-take, are minimised by limiting the overall area lost to the Proposed Development. | <i>Secured via Parameters Plan and article 4 of the DCO which defines the parameters of development on the main site</i> |
| 2 | Avoidance measures built into the layout of the Proposed Development to minimise or eliminate adverse impacts on ecological and biodiversity receptors – core measures including: <ul style="list-style-type: none"> - Woodland, hedges and mature trees retained wherever possible to maintain habitat connectivity, including the riparian habitats of RW1 at the Main Site; - Minimising the loss of neutral grassland of the hay meadow of Roade Field pLWS adjacent to the Bypass; - Retention of semi-improved grassland adjacent to Highgate woodland at the Main Site which supports a common lizard population; - Retention of pond P1 at the Main Site which supports a large GCN population. | <i>Requirements 8 and 9 Detailed design approval. Requirement 10 Provision of landscaping. Requirement 11 Landscape and Ecological Management Plan.</i> |
| 3 | The Green Infrastructure (GI) provided will include a substantial area of informal space comprising a range of semi-improved habitats providing mitigation for the loss of habitat through: <ul style="list-style-type: none"> - Creation of an inter-connected mosaic of habitats, including woodland and scrub; - Creation of species-rich grassland that are characteristic of the county (e.g. MG5 <i>Cynosurus cristatus</i>; | <i>Requirement 10 Provision of landscaping. Requirement 11 Landscape and Ecological Management Plan</i> |

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| | <ul style="list-style-type: none"> - Creation of a network of wetland features as part of the sustainable drainage scheme with marginal plant species similar to those associated with Collingtree Golf Course LWS; - Planting of heavy standard trees; - Planting of species-rich hedgerows. | |
| <p>4</p> | <p>P-CEMPS will identify specific areas for the protection of ecological features and provide details of avoidance and mitigation measures. Best practice measures will be employed to avoid potential disturbance to non-statutory sites of nature conservation interest, including:</p> <ul style="list-style-type: none"> - Updated Walkover survey for each phase of construction to avoid and/or reduce effects; - Site personnel briefings prior to commencing work; - Control of accidental pollution events during construction; - Control of dust during construction; - Protection of retained vegetation through the use of stand-offs, including the implementation of BS5837 (2012) regarding trees and hedges (including tree protection fencing); - Sustainable drainage to maintain water run-off at existing greenfield rate and quality. - An ecological clerk of works will ensure that measures will be implemented to prevent inadvertent damage to retained or created habitats throughout the construction phase particularly where vegetation is to be removed or during works close to retained habitat. | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP)</i></p> |

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| 5 | <p>Increased recreational pressure upon designated non-statutory sites of nature conservation interest (e.g. unnamed pLWS) will be managed through detailed design by implementing principles as appropriate, such as:</p> <ul style="list-style-type: none"> - Limiting access to sensitive areas through the use of fencing or strategic planting of native species; - Provision of waymarked and surfaced footpaths to provide clear routes of access around sensitive areas; - Use of interpretation boards to explain the importance of sensitive habitats; - Providing litter bins. | <p><i>Requirement 8 Detailed design approval</i> – this includes reference to detailed commitments such as provision of interpretation boards and litter bins (at Requirement 8(s)).</p> <p><i>Requirement 11 Landscape and Ecological Management Plan</i></p> <p><i>Requirement 12 Construction Environmental Management Plan (CEMP)</i></p> |
| 6 | <p>All retained habitats, including woodland, the veteran tree, and hedgerows, to be protected through the lifetime of the proposed development</p> | <p><i>Requirement 11 Landscape and Ecological Management Plan</i> <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i></p> |
| 7 | <p>Release of airborne dust particles, and prevention of accidental spillages entering local watercourses through best practice measures during construction, and through the design of the drainage system, ensuring safe storage of material and management of any silt generated.</p> | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP)</i></p> |
| 8 | <p>The habitat creation principles, shown on the Illustrative Landscape Masterplan, will be carried forward to the detailed design and implementation stage, including:</p> <ul style="list-style-type: none"> • Neutral grassland affected by the Bypass will be translocated to a nearby receptor area (identified alongside the Bypass) adjacent to the existing hay meadow Road Field pLWS; • Significant new woodland planting (approx.. 29ha); • New non-agricultural grassland (approx.. 26ha) and coarse grassland areas; | <p><i>Requirement 10 Provision of landscaping.</i> <i>Requirement 11 Landscape and Ecological Management Plan</i></p> |

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| | <ul style="list-style-type: none"> A network of rides/glades/scallops to provide structural and micro-habitat diversity. | |
| 9 | Loss of ponds P2 and P3 at the main site will be mitigated through creation of ponds constructed to maximise their benefit for wildlife. Water/drainage bodies will be shaped to provide a range of bank angles and heights to encourage a diverse range of flora and fauna. | <i>Requirement 3 Components of development and phasing. Requirements 8 and 9 Detailed design approval. Requirement 10 Provision of landscaping.</i> |
| 10 | Any sections lost from Hedgerows of County importance will be translocated together with their soil to an area of retained green infrastructure. Translocation will be completed at an appropriate time of year using best practice working methods. | <i>Requirement 10 Provision of landscaping. Requirement 11 Landscape and Ecological Management Plan</i> |
| 11 | <p><i>Badgers Mitigation</i> – Best practice measures will be adopted to avoid risk of harm to badgers. This will include a range of actions:</p> <ul style="list-style-type: none"> During construction, precautionary surveys in advance of site clearance, covering large pipes, pits or trenches, and leaving an adequate means of escape where appropriate, as well as badger fencing where necessary to prevent access or to guide badgers to suitable areas; Work affecting an active sett or likely to cause disturbance completed under Natural England licence – this would include provision of a replacement sett where appropriate. Design to incorporate tunnels and fencing to ensure connectivity is maintained between setts and foraging areas where required. <p>Construction measures to avoid disturbance to badgers are set out in the CEMP, and requires P-CEMPs to adopt suitable measures. It is anticipated given the current baseline that a licence will be required prior to the commencement of any phase that affects badger setts (e.g. Phases 1 and 2 of the Main Site earthworks). This will be</p> | <i>Requirement 3 Components of development and phasing. Requirement 11 Landscape and Ecological Management Plan Requirement 12 Construction Environmental Management Plan (CEMP)</i> |

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| | applied for and no construction works undertaken within 30m of any badger sett until this has been granted. | |
| 12 | <p><i>Bats Mitigation</i> - This will include a range of actions, proposed for implementation under a Bat Low Impact Class Licence:</p> <ul style="list-style-type: none"> • Pre-demolition survey prior to works on the barns; • Demolition to include soft-stripping of suitable roosting under supervision of licensed bat worker; • Bat boxes sited on retained features prior to demolition; • Removal of mature trees according to a precautionary method statement; • Lighting design to shield sensitive areas; • Landscape design to maintain important bat commuting routes through retained and new vegetation. <p>Construction measures to avoid disturbance to bats are set out in the CEMP, and requires P-CEMPs to adopt suitable measures.</p> | <p><i>Requirement 8 and 9 Detailed design approval</i></p> <p><i>Requirement 10 Provision of landscaping.</i></p> <p><i>Requirement 11 Landscape and Ecological Management Plan</i></p> <p><i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 15 relates to Protection of Biodiversity Interests</i></p> |
| 13 | <p><i>Birds Mitigation</i> – This will include a range of actions:</p> <ul style="list-style-type: none"> • A range of open habitats will be provided in the south of the main site, including open dry and wet grassland habitats; • Site clearance works, including tree/hedge removal, conducted wherever possible outside of bird breeding season – activity during the season to be preceded by nesting bird surveys; • Replacement nest boxes for Barn Owl in advance of loss of existing (occasional) roots on the main site. | <p><i>Requirement 10 Provision of landscaping.</i></p> <p><i>Requirement 11 Landscape and Ecological Management Plan</i></p> <p><i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 15 relates to Protection of Biodiversity Interests</i></p> |

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| | <ul style="list-style-type: none"> On Bypass corridor strategic landscaping and planting to mitigate risk of harm to Barn Owls through screening and ‘hop-overs’. <p>Construction measures to avoid disturbance to birds are set out in the CEMP, and requires P-CEMPs to adopt suitable measures. Where relevant P-CEMPs will set out measures to prevent disturbance of barn owls if suitable nesting habitat is or has been identified during pre-commencement surveys.</p> | |
| 14 | <p><i>GCN Mitigation</i> - Best practice measures will be adopted to avoid risk of harm and to comply with legal requirements. This will include a range of actions delivered through a Natural England licence:</p> <ul style="list-style-type: none"> Removal of GCN from the working areas of the Proposed Development; Terrestrial habitat trapping within 500m of suitable ponds for at least 90 days, with captured newts moved to receptor area surrounding retained pond P1, with features provided to improve capacity (hibernacular, etc); Supervised dismantling of all suitable hibernation habitat under licence following trapping; Pond and other habitat created during construction; Design details of roads and hardstanding near to GCN ponds will incorporate use of tunnels, amphibian fencing, and other permanent features, maintained under EPS licence; <p>Construction measures to avoid disturbance to GCN are set out in the CEMP, and requires P-CEMPs to adopt suitable measures. It is anticipated given the current baseline that a licence will be required prior to the commencement of any phase that affects GCN.</p> | <p><i>Requirements 8 and 9 Detailed design approval</i></p> <p><i>Requirement 11 Landscape and Ecological Management Plan</i></p> <p><i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 15 relates to Protection of Biodiversity Interests</i></p> |

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| 15 | <p><i>Reptiles Mitigation</i> – measures to ensure no harm to small populations of reptiles at the Junction 15 Grassland area, and at the existing railway embankments, including:</p> <ul style="list-style-type: none"> • Directional strimming of vegetation towards suitable retained habitat immediately prior to commencement of works and during appropriate weather conditions and seasons; • A fingertip search of the working area immediately prior to any ground works. <p>Construction measures to avoid disturbance to reptiles are set out in the CEMP. Each P-CEMP will set out detailed measures to avoid harm to reptiles which will be based on an up-to-date assessment of suitable habitat location, which can vary year on year depending on land/agricultural use.</p> | <p><i>Requirement 11 Landscape and Ecological Management Plan</i></p> <p><i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> – Section 15 relates to Protecting Biodiversity Interests.</p> |
| 16 | <p>The Landscape and Ecological Management Plan (ES Appendix 5.12) sets objectives and management prescriptions aimed at benefitting biodiversity over the long-term. The LEMP focuses on effective management of all retained semi-natural and newly created habitats, including with regard to targets and aspirations of the Northamptonshire BAP.</p> <p>The LEMP will help govern timing and management of GI, and contain detailed actions such as regarding a scheme of additional bat boxes within retained woodland, and additional bird boxes.</p> <p>The LEMP includes provision for ongoing management and maintenance, including monitoring and review of the on-site landscaping, habitats, and green infrastructure.</p> <p>The LEMP provides the context for measures relating to ‘protecting biodiversity interests’ in P-CEMPs.</p> | <p><i>Requirement 11 Landscape and Ecological Management Plan</i> – part 2 of Requirement 11 specifically refers to agreement of management and maintenance details for the green infrastructure.</p> <p><i>Requirement 12 - Construction Environmental Management Plan (CEMP)</i> – Section 15 relates to Protecting Biodiversity Interests.</p> |
| <p>Chapter 6 – Geology, Soil and Groundwater – Mitigation</p> | | |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| 1 | Risks related to construction works will be managed by the adoption of the Construction Environmental Management Plan which will result in a very low to negligible impact on geology and soils. This will: <ul style="list-style-type: none"> • set out overarching systems and controls that will be adopted during construction of the scheme to minimise adverse environmental impacts; • be included within all construction contracts and all contractors will be required to comply with these overarching principles; • form the basis of Action Plans with regulators and establish agreed trigger levels to define monitoring requirements. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 2 | The CEMP will incorporate or have supplemental monitoring and management plans, including: <ul style="list-style-type: none"> • Measures and processes to manage air, noise, dust, light, and odour effects from construction; • Site waste management for demolition and construction phases; • Soil Management Plan relating to movement and storage of soils; • Earthworks strategy and specification relating to management and reuse of soil strata within earthworks (cut and fill) | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> |
| 3 | The Waste Management Plan component of the CEMP will promote the reduction, re-use and recycling of waste, and reduce the amount of waste going to landfill. It is anticipated that a cut and fill earthworks balance will minimise off-site disposal and importation of clean replacement materials. This will reduce lorry movements to a minimum and the subsequent environmental impacts. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| 4 | The Earthworks Specification will define the geotechnical classification and properties of <i>insitu</i> materials, how and where they may be reused to control the acceptability and suitability of materials reused. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> <i>Requirements 25 and 26 Contamination risk</i> |
| 5 | Risk assessments will be undertaken to identify main health and safety and environmental risks and indicate suitable mitigation to be put in place to reduce risks to acceptable levels | <i>Requirements 25 and 26 Contamination risk</i> <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 6 | Careful positioning of plant, appropriate use of plant and appropriate methods of working including the use of dust suppression will be used, as appropriate, to minimise dust nuisance wherever possible and practical. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 7 | Temporary surface water control methods will be carefully designed and constructed to manage surface water runoff and avoid suspended solids and contamination reaching water courses or sewers or surface waters | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 8 | Works methods will be designed to minimise risks to personnel and shall utilise appropriate plant and equipment. Where risks remain, appropriate training, supervision, personal protective equipment (PPE), welfare and hygiene measures will be put in place. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirements 25 and 26 Contamination risk</i> |
| 9 | Site haul roads and construction movements will be limited, as far as reasonably possible, and main temporary haul roads will be sensitively positioned within reason to minimise impact to neighbours and the public. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 10 | Potentially fugitive dust will be controlled by water dampeners as necessary, especially during the dry summer months during the earthworks, or other construction processes | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| 11 | Where possible works will be phased to minimise exposed open areas as far as is reasonable. Techniques and methods of construction will also be utilised to minimise this wherever possible with particular care taken to managing earthworks and temporary surface water drainage to avoid increased infiltration from surface water and migration of silts to water receptors. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirements 25 and 26 Contamination risk</i> |
| 12 | Earthworks embankment, cutting and foundation design will be undertaken using traditional construction methods to ensure that the reprofiled land across the Proposed Development is stable and buildings, infrastructure and surrounding adjacent land is suitably supported. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> |
| 13 | Wherever possible areas of the site designed to be open space, landscape or habitat will be left untouched by main earthworks. Areas of planned open space, landscape areas and habitat creation affected by significant cut and fill earthworks will be restored and reinstated to the requirements of the ecologists and landscape designers with planting undertaken to their requirements. Similarly where possible land form will also be to the requirements of landscape, visual requirements. | <i>Requirement 13 Earthworks</i> |
| 14 | Where works affect the area of open space, landscaping and habitat creation the recommendations of the Soil Code (The Code of Good Agricultural Practice for the Protection of Soils) will be adhered to in order to avoid causing long term change to the soils. Normal procedure is to strip topsoil with a bulldozer blade or excavator and to store it to one side of the working width. This will ensure separation from any other materials and will protect it from further stress. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> |
| 15 | The works programme will, wherever possible, attempt to schedule works during the spring and summer period to improve opportunities for phasing of soil handling and minimising harm to soil. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| 16 | Should sub-soil compaction be suspected, re-excavation and aeration or other appropriate cultivation can be undertaken, if required. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i> |
| 17 | Bypass bridge design will be configured to avoid interfering with the slope of the railway cutting. | <i>Requirements 5 and 6 Highway Design</i> |
| 18 | Where (if) materials are required to be imported the Developer will endeavour to utilise recycled inert clean aggregate and soils sourced locally. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> – Section 9 of the CEMP refers to waste and re-use of clean aggregates where available. <i>Requirement 13 Earthworks</i> |
| Chapter 7 – Water Resources and Drainage – Mitigation Measures | | |
| 1 | In order to reduce the potential for large machinery to compact soils and increase the volume and rate of runoff, the movements of these vehicles will be restricted around the site or by creating a designated pathway for them to follow, thus reducing the area which can be affected | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 2 | It is proposed that to prevent localised flooding during the construction phase a temporary surface water management system is put in place to mitigate the potential detrimental effects. This would include ditches/ponds to produce temporary on-site attenuation | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 3 | Any large area of exposed soil will also be kept covered or contained to prevent suspended soils from entering the water environment. | <i>Requirement 13 Earthworks</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| 4 | During the infrastructure construction period the haul roads will be kept clear of mud deposits and pedestrian routes will be set up and maintained. Haul roads will be damped down during dry and windy periods to minimise dust. A road sweeper will also be employed at regular intervals to keep public roads clear of mud, and there will be designated wheel washing facilities. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 5 | Water from dewatering operations should pass through a stilling basin to allow suspended solids to settle out. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 6 | In order to prevent the leakage of oils and fuel from plant and machinery, machines will be checked for signs of wear and tear on a regular basis. Vehicle wash-down areas should be bunded and runoff routed through interceptors. Any water waste from the washing down of ready-mix lorries or from the production of concrete on site will be carried on in a designated area where water waste is unable to enter the groundwater and surface water environment without being treated first. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 7 | Disposal of hazardous materials such as paints or detergents will be carried out in bunded/contained store areas, and where required removed by a registered waste management company. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 8 | Construction management techniques set out in the ES and CEMP will ensure water quality is not affected. All works affecting a watercourse shall be carried out in accordance with a method statement to be prepared and included in each P-CEMP. | <i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 11 of the CEMP refers to development affecting a Watercourse.</i> |
| 9 | A Sustainable Drainage System (SuDS) is proposed to reduce surface runoff rates and direct pluvial flow paths towards a positive drainage system. Approx 97,000 m ³ of | <i>Requirement 8 and 9 Detailed design approval</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| | attenuation is proposed across the main site, to be delivered in 6 proposed basins/ponds. The Bypass will be drained using gullies or dished channels where practicable at the carriageway edge before being conveyed to detention basins ahead of discharge into existing watercourses. | <i>Requirements 17, 18 and 19 Flood Risk and surface water drainage</i> |
| 10 | Once operational, runoff from highway and car parking areas will require treatment before discharge to the local watercourses – where appropriate, oil receptors and sediment receptors will be used. | <i>Requirements 16 and 17 Flood Risk and surface water drainage</i> |
| 11 | To provide flood plan compensation areas in accordance with the Flood Risk Assessment. | <i>Requirements 16 and 17 Flood Risk and surface water drainage Requirement 19 Flood Risk</i> |
| Chapter 8 – Noise and Vibration – Mitigation | | |
| 1 | Construction effects are to be managed by best practical means (BPM) – reasonable measures to minimise noise and vibration, following the principles of BS 5228 – 1: 2009+A1:2014 parts 1 and 2. Detail of the means will be secured by the CEMP and construction phase specific CEMPS (P-CEMPS), but may include: <ul style="list-style-type: none"> • Plant location as far away as reasonably practicable from noise sensitive receptors; • Fitting of suitable enclosures or screening around static plant where practicable; • Temporary hoardings or screening around the site or specific activities; • Management of construction hours. Details of any noise monitoring, where relevant. | <i>Requirement 12 Construction Environmental Management Plan (CEMP) Requirement 21 Construction Hours Requirement 22 Construction Noise</i> |
| 2 | Potential eligibility for noise insulation for: | The Noise insulation Regulations apply. |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| | 1. Receptor R30 West Lodge Cottages (on the A508) 2. Receptor R57 The Lodge (on the A508) | |
| 3 | Noise screening and mitigation effects as a result of the location and design of the earthworks (bundling), landscaping strategy, and overall layout of the Main Site, and location of the Bypass. | <i>Requirements 8 and 9 Detailed Design approval</i> <i>Requirement 13 Earthworks</i> Secured via Parameters Plan and article 4 of the DCO which defines the parameters of the development on the main site. |
| 4 | Additional measures to further reduce adverse effects: <ul style="list-style-type: none"> • A mixture of 2m and 3m acoustic fencing along identified lengths of the Bypass. | <i>Requirements 8 and 9 Detailed Design approval</i> <i>Requirement 10 Provision of landscaping.</i> |
| 5 | Construction Hours are defined and will be adhered to: [07:00 and 19:00] hours on weekdays and [07:00 and 16:00] hours on Saturdays. No works will be undertaken on Sundays or public holidays, save in exceptional circumstances only and with prior notification to the LPA. Changes to the above working hours will also be agreed with the LPA. | <i>Requirement 21 Construction Hours</i> <i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 6 of the CEMP refers to working hours.</i> |
| 6 | Prior to installation, details of mechanical plant to be submitted and approved by the LPA, with an assessment of the expected noise at relevant receptors. | <i>Requirement 23 (1) Noise during the operational phase</i> |
| 7 | - Monitoring of construction noise: The ES refers to the potential for a construction noise monitoring regime. Via phase specific CEMPs precautionary check monitoring will be undertaken at the start of the different phases of the works to determine whether the noise levels from construction activities are as | <i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 6 of the CEMP refers to noise and vibration.</i> <i>Requirement 22 Construction noise</i> |

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| | predicted in the P-CEMP for that phase of work. Prior to any construction works commencing, a construction monitoring protocol would be agreed with the Local Planning Authority. This will establish the frequency, duration and location of the noise monitoring. | |
| 8 | Monitoring of operational rail noise: <ul style="list-style-type: none"> - During 2032 a scheme of monitoring operational railway noise is to be approved with the relevant LPA and designed to establish whether there is a significant adverse effect arising from night-time maximum levels. - In the event that between the year 2032 and 2042 there is an increase in train movements, a scheme of monitoring operational railway noise is to be approved with the relevant LPA and carried out in 2042. In the event of significant adverse effects, a noise insulation scheme based on the principles of the 1996 Regulations must be agreed and implemented for the properties concerned. | <i>Requirement 23 (2) Noise during the operational phase Requirement 23 (3) Noise during the operational phase</i> |
| 9 | Monitoring of complaints: <ul style="list-style-type: none"> - in the event of complaints regarding alleged noise nuisance received by the relevant planning authority, if agreed with the relevant planning authority, an assessment of the noise must be undertaken by a consultant. - if noise effects are greater than anticipated, recommendations for remedial actions must be made. | <i>Requirement 24 Monitoring of complaints</i> |
| Chapter 9 – Air Quality – Design and Mitigation Measures | | |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| 1 | <p>Best practice and highly recommended mitigation measures from the IAQM will be applied to the construction phases of the Proposed Development. Actions and measures will include:</p> <ul style="list-style-type: none"> • Water suppression to reduce dust generation – both during construction and as part of the ‘best practice measures’ to be deployed on-site; • Covering of skips, chutes, and conveyors; • No burning of material on-site; • Haul roads, and vehicle wheels to be swept/washed regularly – both during construction and as part of the ‘best practice measures’ to be deployed on-site; • Location of stockpiles or plant to be located with regard to the location of important receptors, including neighbouring properties. <p>Section 7 of the CEMP (Document 5.2, Appendix 2.1) is entitled ‘<i>Soil Management and Measures for Controlling Emission of Dust</i>’, and sets out a range of topics to be addressed by phase specific CEMPs, but also a list of the minimum expected range of measures to be deployed by contractors during construction.</p> | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP)</i></p> |
| 2 | <p>The assessment of the likely effects of operational activities on dust explicitly includes consideration of the aggregates terminal. Appendix 9.8 of the ES (Document 5.2) lists a range of recommended measures which explicitly relate to both construction and operational phases.</p> <p>The aggregates terminal will include best practice measures, such as water based suppression systems, and vehicle wheel washing, as part of the design of the terminal to prevent potential issues with dust.</p> | <p><i>Requirements 8 and 9 Detailed design approval – including at Requirement 8(m) reference to the specific measures proposed as a minimum at the operational aggregates terminal:</i></p> <ul style="list-style-type: none"> • water suppression of any stockpiles of material (where needed), • wheel washing of vehicles on exit |
| 3 | <p>Framework Travel Plan and Public Transport Strategy measures to encourage modal shift away from single occupier car use for travel to work, and support implementation of Northampton Boroughs Low Emissions Strategy.</p> | <p><i>Requirement 4 Sustainable transport</i></p> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED <i>(i.e. with reference to DCO Schedule 2 Requirements, S106, etc).</i> |
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| 4 | Site specific low emissions strategy measures to help minimise impacts on air quality, including such proposals as encouraging and enabling electric vehicle use and through carbon/resource efficient buildings. This includes a commitment to reasonable endeavours to maximise use of the modern 'Euro VI' compliant HGV and public transport vehicles to minimise emissions. | <i>Requirement 4 Sustainable transport – including regarding Euro VI vehicles. Requirements 8 (e) and 9 Detailed design approval Requirement 16 Building sustainability</i> |
| 5 | Developer/Applicant commitment to early delivery of the Intermodal Rail Terminal – to be complete prior to first occupation - to maximise the potential for the site to take HGVs from the national road network, and to begin shifting freight to rail from the outset. | <i>Requirement 3 Components of development and phasing Requirements 8 and 9 Detailed design approval</i> |
| 6 | Developer/Applicant commitment to early construction and delivery of the Roade Bypass – to be complete within 2 years of first occupation – to ensure air quality and other potential adverse effects are mitigated, and local benefits of the Bypass are realised. | <i>Requirements 5 and 6 Design and phasing of highway works</i> |
| 7 | Monitoring: When sensitive receptors are in close proximity to sources of dust generation, phase specific P-CEMPs will outline the details of any dust monitoring if considered necessary. The CEMP advises any monitoring arrangements should be discussed with the Local Planning Authority (Environmental Health). | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 8 | Although the development does not give rise to any significant adverse air quality impacts, there will be some trip increases within Northampton AQMA arising from the Development, A financial contribution is made towards supporting implementation, and furthering the aims, of the Northampton Borough Low Emissions Strategy (LES). This reflects the potential for short or interim period adverse impacts in AQMA 4 in Northampton Identified possible measures to further the aims of the LES include: | <i>S106 Obligation - Air Quality Contribution</i> |

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| | <ul style="list-style-type: none"> - Clean Air Zone Feasibility Study; - Implementing the Northampton Electric Vehicle Plan - Provision of Cycling Hubs; | |
| Chapter 10 - Cultural Heritage – Design and Mitigation Measures | | |
| 1 | Targeted archaeological excavation will be undertaken prior to development, carried out under Written Schemes of Investigation which conform with recognised standards and guidance, and approved by Local Planning Authority’s archaeological advisor. | <i>Requirement 14 Archaeology</i> |
| 2 | Translocation of important hedgerows affected by the Proposed Development. | <i>Requirement 11 Landscape and Ecological Management Plan Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 3 | Implementation of the proposed bunds and landscaping around the Main Site which serve to reduce light spill and noise impacts on surrounding built heritage. | <i>Requirements 8 and 9 Detailed design approval Requirement 10 Provision of landscaping. Requirement 13 Earthworks</i> |
| 4 | A full level 2 record of the buildings on the main site to be undertaken prior to demolition, and in accordance with a written specification agreed with the relevant planning authority, and prepared by a competent building recorder. | <i>Requirement 14(4) Archaeology and Heritage</i> |
| Chapter 11 – Lighting – Mitigation Measures | | |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED <i>(i.e. with reference to DCO Schedule 2 Requirements, S106, etc).</i> |
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| 1 | Lighting Strategy – prepared now in draft to provide the context and principles for lighting on the site, but to also be submitted in detail and agreed with the LPA to determine the position and number of lighting. | <i>Requirement 15 Lighting details</i> |
| 2 | All external lighting will comply with the SNC Design Guide (of 2017), and comply with the recommendations for Environmental Zone 1 given in the <i>Guidance Notes for the Reduction of Obtrusive Light GN01:2001</i> (Institute of Lighting Professionals, 2011). This is applicable for areas such as National Parks and AONBs, and stricter than Environmental Zone E2 normally applied to rural areas (and the category in which the site is located). | <i>Requirement 15 Lighting details</i> |
| 3 | Construction lighting effects to be managed as part of the CEMP which will contain requirements to prevent light spill and glare as well as to minimise the usage of lighting, specify the types and locations of construction and security lighting, and define hours of operation. In accordance with the CEMP, each P-CEMP shall set out the maximum height of lighting lanterns and the average lux levels where task lighting is required. Task lighting shall ensure that there is no upward light. | <i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 12 of the CEMP refers to Temporary Lighting.</i> |
| 4 | Proposed earthworks bunding and planting form part of a wider strategy (along with lighting specific measures) to contain and limit any potential off-site lighting and other visual effects, including from construction. | <i>Requirement 10 Provision of landscaping.</i> <i>Requirement 13 Earthworks</i> |
| 5 | Lighting will comply with industry standards for highway lighting in rural locations, ensuring adverse effects are prevented or minimised. | <i>Requirements 5 and 6 Design and phasing of highway works</i> <i>Requirement 15 Lighting details</i> |
| 6 | The Bypass lighting detail will include mitigation in the form of shields/baffles wherever this will further reduce the visibility (light presence effects) of that lighting | <i>Requirements 5 and 6 Design and phasing of highway works</i> |

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| 7 | Lighting Strategy – provides details of specification or details relevant to delivering mitigation: <ul style="list-style-type: none"> • All luminaires will be directional type, emitting below the horizontal, using LED sources wherever possible (more accurate and energy efficient); • Luminaires arranged to direct as much light as possible onto hard surfacing and task areas, and avoid spill light onto adjacent green areas; • All illumination levels will be set as low as practicable while complying with safety and security recommendations; • At the outer edges of the development lighting units will as far as practicable be positioned so that they are out of view of receptors (residential properties and rural settlements), using mounding, fencing and planting to assist; • Special measures in ecologically sensitive areas, with ecologist input, will inform the detailed position and any additional mitigation required for lighting close to ecological areas (retained woodland and watercourse), but light sources will otherwise be LED with no UV content, warm white (3000K) to prevent adverse effects on bats and insects; • Design to ensure negligible upwards emitted light, negligible light spill and no glare – this results in no possibility of any statutory nuisance effects. | <i>Requirement 15 Lighting details</i> |
| 8 | Specification of lighting used will be in accordance with various British Standards: <ul style="list-style-type: none"> • BS EN 12464 'Light and lighting – Lighting of work places – Part 2: Outdoor work places'; • BS 5489-1 'Code of practice for the design of road lighting – Part 1: Lighting of roads and public am amenity areas'; | <i>Requirement 15 Lighting details</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| Chapter 12 – Transportation – Design of the Proposed Development, and Mitigation Strategy | | |
| 1 | Delivery of the Highway Mitigation Strategy proposed as part of the Northampton Gateway proposals described in full in Chapter 12 of the ES, and incorporating a range of works including: <ul style="list-style-type: none"> • significant enlargement and reconfiguration of M1 Junction 15; • widening (including additional lanes north and south), signals and other alterations at M1 Junction 15A; • A Road Bypass west of Road between the A508 Northampton Road to the north of Road and the A508 Stratford Road to the south; • A new site access, and dualling between it and Junction 15; • Other improvements as part of an ‘A508 route upgrade’, including 7.5T weight restrictions in villages close to the Proposed Development (including throughout Road, Stoke Bruerne, and Shutlanger, and other locations and local roads listed in the TA and shown on the DCO Traffic Regulation Plans); • Contributions to NCC to aid delivery of other local highway improvements. | <i>Requirements 5 and 6 Design and phasing of highway works. Requirement 10 Provision of landscaping.</i> <i>S106 Obligation – including contributions towards weight limit signs (Schedule 2, and Schedule 4).</i> |
| 2 | Delivery of the Road Bypass early in the lifetime of the development – this is considered important locally, and is justified with regard to the assessment of traffic impacts. The Applicant will deliver the Road Bypass within the earliest of: <ol style="list-style-type: none"> i) 2 years of occupation of the first warehouse to be occupied; or ii) 4 years from the commencement of Works No. 8 (M1 Junction 15 improvements). | <i>Requirement 5 Design and Phasing of highway works – this includes a requirement for Works No. 8 to be completed prior to occupation of the first warehouse to be occupied.</i> |
| 3 | The Main Site access will include a segregated left turn lane for traffic travelling northbound to M1 Junction 15. The access roundabout will include a height barrier | <i>Requirement 3 Components of development and phasing.</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
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| | <p>(within the private estate road) to prevent HGVs turning right at the roundabout and requiring all HGVs departing the site to travel north on the A508 and access the wider highway network via M1 Junction 15. Enforcement will also be implemented to deter U-turns at Junction 15 via an HGV monitoring scheme (including the HGV monitoring system).</p> | <p><i>Requirement 4 (9) Sustainable Transport</i> - specifically secures approval of a HGV monitoring scheme including a monitoring system. <i>Requirements 5 and 6 Design and phasing of highway works</i></p> |
| <p>4</p> | <p>Provision of new and diverted walking and cycling routes to and within the Main Site, and in the Bypass Corridor. Details are shown on the ARoW plans - they include:</p> <ul style="list-style-type: none"> • Provision for pedestrians and cyclists as part of the design of the highways mitigation works at Junctions 15 and 15A, and at the Roade Bypass; • new accesses and crossing points from the A508 to enable bus, walking and cycling access; • new provision of a footway/cycleway alongside the A508 to link the Main Site and Roade; • Diverted footpath routes KX17 and KX13 within the Main Site, and upgrades to enable cycle and walking use as part of a network of new routes around the periphery and within the site; • Diversions to multiple routes around the western edge of Roade, including an underpass to retain the east-west link of bridleway RZ1/KZ10; • New crossing refuges associated with several of the highways mitigation works (including in Grafton Regis). | <p><i>Requirements 8 and 9 Detailed design approval</i> <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> – regarding temporary diversions to rights of way. <i>Article 12 and Schedule 5 of the DCO.</i></p> |
| <p>5</p> | <p>Delivery of the Public Transport Strategy, including a new bus service to serve the Main Site, as well as improvements to existing bus services, with new bus infrastructure (e.g. stops/shelters) associated with the 33/33a, combined X4 and X7 and potentially new X6 services.</p> | <p><i>Requirement 4 Sustainable transport</i> <i>Requirements 8 and 9 Detailed design approval</i></p> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED <i>(i.e. with reference to DCO Schedule 2 Requirements, S106, etc).</i> |
|----|---|---|
| | Creation of a Sustainable Transport Strategy Working Group to oversee delivery and to review and adapt the strategy as required. | <i>S106 Obligation - Bus Services Fund</i> <i>DCO Schedule 15 – Membership, Role and Protocol of the Sustainable Transport Working Group</i> |
| 6 | Provision of a secure, dedicated HGV parking area within the Main Site of approximately 120 spaces, with driver welfare facilities. | Secured via Parameters Plan and article 4 of the DCO which defines the parameters of the development on the main site. <i>Requirements 8 and 9 Detailed design approval.</i> |
| 7 | A Framework Travel Plan for the site will provide the context for occupier specific Travel Plans in due course. The FTP includes a range of commitments including with regard to: <ul style="list-style-type: none"> • Appointing an overarching Travel Plan Coordinator (TPC) to implement and monitor the site-wide Travel Plan; • Delivery of measures to encourage walking and cycling; • Delivery of measures to encourage and enable car sharing; • Delivery of electric charging points (5% of parking spaces, with a commitment to providing passive provision for a further 15%). | <i>Requirement 4 Sustainable transport.</i> <i>Requirement 8 and 9 Detailed design approval</i> <i>DCO Schedule 15 Membership, Role and Protocol of the Sustainable Transport Working Group</i> |
| 8 | Construction traffic management will be required to confirm with Construction Traffic Routing details to be prepared as part of the P-CEMPs, in accordance with the CEMP. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 9 | The maintenance and prompt repair (if damaged) of the height barrier at the site access. | <i>Requirement 8 Detailed design approval</i> |
| 10 | Travel Plan monitoring: | <i>Requirement 4 Sustainable transport.</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
|--|---|---|
| | <ul style="list-style-type: none"> • A detailed baseline travel survey for employees within 3 months of occupation of each unit. • Annual employee travel surveys will be carried out (and compared to the baseline results) for ten years after first occupation (same for all FTP measures). • Traffic counts (via inductive loops) will be undertaken once a year at the site entrance. • Public transport passenger counts will be undertaken annually on-site at bus stops. • Two focus /discussion groups will take place each year to investigate travel needs and barriers to sustainable transport for employees. | <p><i>DCO Schedule 15 Membership, Role and Protocol of the Sustainable Transport Working Group</i></p> |
| | <p>A financial contribution will also be provided to NCC for: capacity improvement schemes at the A45 Queen Eleanor Interchange and at junctions along the A5076, extending between the A45 and A5123; and</p> <p>A Knock Lane and Blisworth Road maintenance and minor works fund, to be used in the event that the increased use of the roads should advance the need for maintenance or other remedial works.</p> | <p><i>S106 Obligation – defined and secured via Schedule 2, and Schedule 4.</i></p> |
| <p>Chapter 13 – Agricultural Land Quality – Mitigation Measures</p> | | |
| <p>1</p> | <p>Soil Management will form part of the CEMP in accordance with the principles of the Construction Code of Practice for Sustainable of Soils on Construction Sites. Key measures are expected to include:</p> <ul style="list-style-type: none"> • Depth and method of topsoil stripping and stockpiling, including separation of topsoil resources of different potential. • Methods of stripping and stockpiling of higher quality re-useable subsoil (if appropriate). | <p><i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> <i>Requirement 13 Earthworks</i></p> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED (i.e. with reference to DCO Schedule 2 Requirements, S106, etc). |
|---|--|---|
| | <ul style="list-style-type: none"> • Identification of landscaping topsoil requirements and assessment of suitability and availability of on-site resources. • Protection of subsoil from compaction damage and remedial measures (ripping/subsoiling) to remove damage. | |
| 2 | Land in the southern part of the Main Site (approximately 24ha) to be retained in agricultural use, with some earthworks and landscaping (screening) around the periphery. | <i>Requirement 3 Components of development and phasing Requirements 8 and 9 Detailed design approval Requirement 10 Provision of landscaping.</i> |
| Chapter 14 – Waste – Mitigation and Enhancement measures | | |
| 1 | The assigned contractor(s) will implement a Site Waste Management Plan (SWMP) Key components include: <ul style="list-style-type: none"> • Waste segregation implemented during building demolition works to minimise waste, and ensure suitable disposal (e.g. of any Asbestos Containing Materials); • Consider potential for the re-use of onsite structures such as walls, hardstanding and structures, including potential use of a crusher to allow for the reuse of recycled aggregates on-site. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 2 | Where practicable the construction off-site of components for the construction of buildings would be undertaken i.e. prefabrication. | <i>Requirements 8 and 9 Detailed design Requirement 12 Construction Environmental Management Plan (CEMP)</i> |
| 3 | Construction staff would be trained in the appropriate use of materials on site through inductions, tool box talks and at regular intervals. | <i>Requirement 12 Construction Environmental Management Plan (CEMP)</i> |

| | ENVIRONMENTAL STATEMENT TOPICS PROPOSED MITIGATION, BEST PRACTICE MEASURES, or OTHER COMMITMENTS | HOW COMMITMENT IS SECURED <i>(i.e. with reference to DCO Schedule 2 Requirements, S106, etc).</i> |
|--|---|--|
| 4 | Provision of adequate storage facilities for the various types of wastes within the proposed commercial areas. | <i>Requirements 8 and 9 Detailed design approval Requirement 27 Waste Management during the operational phase</i> |
| 5 | Excavation waste will either be re-used on-site or exported off-site for re-use, resulting in no waste arising from excavation. | <i>Requirement 12 Construction Environmental Management Plan (CEMP) Requirement 13 Earthworks</i> |
| 6 | Monitoring: Monitoring will be undertaken with regard to the Site Waste Management Plan during the construction phase for each plot coming forward, and during the operational phase. | <i>Requirement 12 Construction Environmental Management Plan (CEMP) Requirement 27 Waste Management during the operational phase</i> |
| 7 | Through the CEMP, each P-CEMP, where relevant, will include a requirement to work with the supply chain to identify and utilise suitable recycled aggregates where they are available within suitable travelling distance to minimise the import of clean aggregates. Each P-CEMP, where relevant, will also include a requirement to explore and utilise prefabricated construction techniques where practical to do so. | <i>Requirement 12 Construction Environmental Management Plan (CEMP) – Section 9 refers to Waste Management issues.</i> |
| Chapter 15 – Cumulative Impacts | | |
| 1 | No mitigation measures are proposed within this chapter, but the assessment included takes account of the mitigation proposed in identifying the likely residual effects. | |