

SCHEDULES

SCHEDULE 1

Article 2(1)

AUTHORISED DEVELOPMENT

PART 1

ALTERATION OF THE EXISTING DAVENTRY INTERNATIONAL RAIL FREIGHT INTERCHANGE

The alteration of the existing Daventry International Rail Freight Interchange to provide—
In the County of Northamptonshire and the District of Daventry; and in the County of Warwickshire
and the Borough of Rugby

Works No. 1

Within the area of land described on the works plans as Works No. 1—

Reconfiguration of the existing rail track at the Daventry International Rail Freight Interchange and new rail track provision from the connection with the Northampton Loop Line to connect with Works No. 2 south of the A428 highway as shown indicatively on the Rail Framework Plan Document 2.10B and rail alignment plans 2.9C and 2.9D (Sheet 2A) and including—

- (a) removal of sidings and provision of new reception sidings and rail track modifications along with additional points and crossings and associated rail infrastructure;
- (b) provision of a second rail track including enlarged rail tunnel beneath the A5 highway (Bridge A1) (Document 2.10C);
- (c) creation of private vehicle access for Network Rail in the general location shown on Document 2.9F;
- (d) creation of private parking area for Network Rail in the general location shown on Document 2.9F;
- (e) removal of Network Rail’s existing vehicle access to the main line;
- (f) all necessary earthworks; and
- (g) acoustic barrier, retaining wall and cutting slope.

For the purposes of Works No. 1 “Network Rail” means Network Rail Infrastructure Limited, company number 02904587, registered at Kings Place, 90 York Way, London N1 9AG.

Works No. 2

Within the area of land described on the works plans as Works No. 2—

New rail tracks to connect the existing and new rail tracks described in Works No. 1 with the new tracks to be provided by Works No. 3, from south of the A428 highway to the immediate west of the A5 highway as shown indicatively on the Rail Framework Plan Document 2.10A and rail alignment plan 2.9D (Sheet 2B) and including—

- (a) provision of a new rail track and associated rail infrastructure on embankment including bund to screen adjacent development to the west broadly as shown on Document 2.10J;

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- (b) provision of a rail overbridge to cross the A428 (and all necessary substructure including footpaths, abutments and wingwalls) comprising a single bridge with double track (Bridge B2) as shown on Document 2.10F;
- (c) provision of access bridge for maintenance over realigned Clifton Brook the general arrangement of which is shown on Document 2.11D;
- (d) superstructure and substructure (including foundations, abutments and wingwalls) for rail bridge over the A5 highway as shown on Document 2.10G (Bridge D);
- (e) provision of a second rail track (in addition to (a) above) and associated rail infrastructure;
- (f) landscaping along western edge of Works No. 2; and
- (g) provision of flood plain compensation; construction of watercourse bridging structure over realigned Clifton Brook to carry rail embankment; landscaping incorporating habitat enhancement and realignment of Clifton Brook all as shown on Document 2.11L.

Works No. 3

Within the area of land described on the works plans as Works No. 3—

A new rail freight terminal and rail tracks to connect with the new rail tracks described in Works No. 2 from the immediate west of the A5 highway as shown indicatively on Document 2.9E and including—

- (a) rail overbridge to cross the A5 highway and substructure including foundations, abutments and wingwalls as shown on Document 2.10G (Bridge D);
- (b) rail tracks and associated rail infrastructure;
- (c) a rail freight terminal to be built in phases including, but not exclusively—
 - (i) rail sidings to load and unload freight;
 - (ii) freight storage area; and
 - (iii) rail mounted gantry cranes and associated crane rails and related electricity substation and other lifting equipment;
- (d) cripple siding, rail freight terminal fuelling and maintenance areas;
- (e) intermodal terminal entry and exit gateway including loading lanes, container inspection facility, gatehouses and parking areas;
- (f) HGV stacking area;
- (g) internal roads;
- (h) staff amenity building;
- (i) bridleway bridges over railway as shown on Documents 2.11E, 2.11F, 2.11G, 2.11H and 2.11I and provision of rail bridge over internal estate road as shown on Document 2.10H (Bridge E);
- (j) viewing area for the public; and
- (k) maintenance, customs and administration buildings.

Works No. 4

Within the area of land described on the works plans as Works No. 4—

Rail served warehousing and buildings, including—

- (a) warehouses and ancillary offices in accordance with the parameters specified for each zone identified as Zones A to G on the framework plans (Documents 2.7B and 2.7D) including service yards and vehicle parking and in respect of the warehousing

incorporating resource recovery units, combined heat and power and roof mounted photo voltaics;

- (b) rail freight terminal building and vehicle parking for rail freight terminal operations, staff and visitor welfare, office accommodation, estate management services, security, customs and education and training facility;
- (c) ancillary buildings, maintenance buildings and workshops;
- (d) vehicle maintenance units;
- (e) earthworks and earth retaining structures;
- (f) container storage;
- (g) rail tracks and associated rail infrastructure;
- (h) incidental landscaping, drainage infrastructure and mains services; and
- (i) primary electricity substation.

Works No. 5

Within the area of land described on the works plans as Works No. 5—

Site accesses and principal on-site private roads including—

- (a) realignment of Danes Way and removal of existing roundabout on Danes Way and provision of new roundabout access to provide the southern access (including the re-modelling of the access to Plot E1 of the DIRFT I Estate) as shown on the access and rights of way plan, the general arrangement of which is shown on Document 2.14A;
- (b) provision of a new roundabout on the A5 to provide the northern access as shown on the access and rights of way plan, the general arrangement of which is shown on Document 2.14B;
- (c) provision of estate roads (including roads crossing any bridleway or footpath), footways, cycle tracks and verges;
- (d) removal of the redundant low crest weir adjacent to and upstream of the A5 culvert on the Clifton Brook at Long Dole and replacement flood alleviation as shown on Documents 2.11J and 2.11K or as varied with the agreement in writing of the Environment Agency;
- (e) minor amendments to A5/Danes Way Roundabout; and
- (f) incidental landscaping, drainage infrastructure and main services relating to provision of (a) to (e) above.

Works No. 6

Within the area of land described on the works plans as Works No. 6—

Retention of existing rail hub building; removal of four transshipment sidings; provision of a rail locomotive refuelling tank; new warehousing and parking within Zone H as shown on the framework plan Document 2.7A.

PART 2

ASSOCIATED DEVELOPMENT

Associated development within the meaning of section 115(2) (development for which consent may be granted) of the 2008 Act and comprising—

In the County of Northamptonshire and the District of Daventry; and in the County of Warwickshire and the Borough of Rugby

Works No. 7

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Within the area of land described on the works plans as Works No. 7—

A lorry park as shown on the framework plan Document 2.7B and including—

- (a) lorry parking;
- (b) driver welfare facility including toilets and showers;
- (c) noise barrier and landscaping; and
- (d) vehicle parking.

Works No. 8

Within the area of land described on the works plans as Works No. 8—

Strategic open space (to be known as Lilbourne Meadows) as shown on the framework plan Document 2.7C and including—

- (a) curlew habitat creation;
- (b) areas of relevant ridge and furrow;
- (c) area of retained semi improved grassland;
- (d) creation of water bodies, wetland habitat and marginal reedbed planting;
- (e) great crested newt habitat creation;
- (f) provision of bat house incorporating maintenance equipment store;
- (g) flood control structure, attenuation storage bund, culverting and surface water outflow;
- (h) landscaping including landscaped ridge to screen development zones as shown indicatively on Document 2.12;
- (i) realignment of the Clifton Brook Tributary;
- (j) provision of permissive footpaths as shown indicatively on the access and rights of way plan (Document 2.5);
- (k) physical works for the provision of new and diverted public footpaths and bridleway as shown on the access and rights of way plan (Document 2.5);
- (l) provision of bridges crossing the Clifton Brook Tributary, the general arrangements of which are shown on Documents 2.11A, 2.11B and 2.11C;
- (m) provision of bird hides; and
- (n) boundary treatments and additional planting.

Works No. 9

Within the area of land described on the works plans as Works No. 9—

- (a) strategic landscaping, including retention of existing landscaping and provision of new landscaping;
- (b) surface water drainage system including attenuation;
- (c) works required for the protection of the M1 motorway boundary slopes and provision of gates on the bridleway FP3 in position A shown on the access and rights of way plan (Document 2.5); and
- (d) internal estate road and, if required, bridleway bridge over internal estate road.

Works No. 10

Within the Order limits identified on Documents 2.4A, B, D to J—

Highways works comprising—

- (a) A5/A426 Gibbet Roundabout – widening and signalisation of A5 (north) approach, A426 (north-east) approach and A5 (south) approach, with additional widening to A426 (south-

- west) approach and exit, widening of circulating carriageway and associated traffic management measures, the general arrangement of which is shown on Document 2.13A;
- (b) M1 Junction 18 – signalisation of the A428 (west) and M1 (north) off-slip approaches, the general arrangement of which is shown on Document 2.13B;
 - (c) A5 Lilbourne crossroads – improved signage, carriageway markings, anti-skid surfacing, and associated traffic management measures, the general arrangement of which is shown on Document 2.13D;
 - (d) A5 Catthorpe Crossroads – improved signage, carriageway markings, anti-skid surfacing, and associated traffic management measures, the general arrangement of which is shown on Document 2.13E;
 - (e) A5/A428 (Parklands) Roundabout – amendments to signing and carriageway markings on A428 (west) approach, the general arrangement of which is shown on Document 2.13F;
 - (f) traffic management Clifton-upon-Dunsmore – traffic calming measures as shown illustratively on Document 2.13G;
 - (g) traffic management Kilsby – traffic calming measures as shown illustratively on Document 2.13H;
 - (h) pedestrian and cycle link from Daventry International Rail Freight Terminal (“DIRFT”) to Crick – scheme to improve cycle and pedestrian connectivity between Crick and the authorised development as shown illustratively on Document 2.13I; and
 - (i) improvements to a pedestrian and cycle link from DIRFT to Hillmorton – scheme to improve cycle and pedestrian connectivity between the authorised development and Hillmorton as shown illustratively on Document 2.13J or such alternative pedestrian and cycle link as may be agreed in writing by the Transport Review Group.

Further site-wide development

In connection with Works Nos. 1 to 10 further site-wide development within the Order limits including the provision of—

- (a) weighbridges;
- (b) internal estate roads, maintenance accesses, footways and access to Crick Covert (between points 1 and 2 as shown on the access and rights of way plan);
- (c) cycle parking facilities;
- (d) bunds, embankments, swales, landscaping and boundary treatments, earthworks and earthwork retaining structures;
- (e) the provision of footways, cycle tracks, bridleways and footpath linkages;
- (f) water supply works, foul drainage provision, foul pumping stations, surface water management systems, balancing ponds (surface and underground), attenuation and culverting;
- (g) connections to mains services and provision of utilities infrastructure including secondary substations and gas pressure reducing stations;
- (h) diversion of high pressure gas main, other pipelines and services;
- (i) demolition of existing buildings and structures within the Order limits and as identified on the framework plans;
- (j) security fencing;
- (k) temporary concrete batching plants;
- (l) temporary construction compounds and materials and aggregate store;

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- (m) public art;
- (n) lighting;
- (o) gatehouses and CCTV; and
- (p) such other works as may be necessary or expedient for the purpose of or in connection with the construction or use of the authorised development and which are within the scope of the environmental impact assessment recorded in the environmental statement.