

A14
Cambridge to Huntingdon
improvement scheme
Development Consent Order Application

HE/A14/EX/61

TR010018

HE/A14/EX/61

Document introducing amendments to the draft DCO (Rev1)

July 2015

The Planning Act 2008
The Infrastructure Planning (Applications: Prescribed Forms and Procedure) Regulations 2009
The Infrastructure Planning (Examination Procedure) Rules 2010

A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME

EXPLANATION OF AMENDMENTS MADE TO THE DRAFT DCO SUBMITTED ON 7 JULY 2015 (DEADLINE 4)

1. INTRODUCTION

- 1.1 This document sets out the changes that Highways England has made to the draft Development Consent Order ("DCO") in the version submitted at Deadline 4 (7 July 2015), compared with the previous version of the draft DCO submitted with the application on 31 December 2014. Highways England's revised draft DCO is document HE/A14/EX/59, and an electronic comparison between the two versions has also been submitted (document HE/A14/EX/60).
- 1.2 In broad terms the changes to the draft DCO have been made for the following reasons:
- 1.2.1 changes arising from continued discussions with the host and other local authorities, statutory undertakers and landowners;
 - 1.2.2 changes arising from the Examining Authority's First Written Questions and Highways England's responses to them which were submitted on 15 June 2015 (Deadline 2);
 - 1.2.3 changes arising from the documentation submitted on 13 April 2015 in response to the s.51 advice and s.55 checklist provided to Highways England on 27 January 2015 and published on 15 April 2015;
 - 1.2.4 changes arising from the Errata documentation (HE/A14/EX/10 to HE/A14/EX 18) submitted prior to the examination on 7 May 2015 and published on 14 May 2015; and
 - 1.2.5 other points which Highways England has identified as requiring amendment since the first draft of the DCO was submitted.

2. TABLE OF CHANGES TO THE DRAFT DCO

Provision in revised draft DCO	Brief description of and explanation for the change
General	<p>A number of non-material amendments have been made to the draft DCO to mirror amendments the Department for Transport made to The A160/A180 (Port of Immingham Improvement) Development Consent Order 2015 prior to the making of that order.</p> <p>In response to the Examining Authority's first written questions, the words "in writing" have been added to where there is reference to agreement between the parties, for more certainty.</p>
Preamble	The preamble has been updated to reflect the appointment of the Panel of Examiners.
Article 2	The definition of "compulsory acquisition notice" has been deleted as it not used within the DCO (as alluded to in the Examining Authority's first written questions).

Provision in revised draft DCO	Brief description of and explanation for the change
	<p>The definition of "commence" has been amended so as to reduce the scope of the 'carved out' works. This is in response to the Examining Authority's first written questions and will be subject to on-going consideration by Highways England.</p> <p>A definition of "traffic authority" has been added in response to a request from Cambridgeshire County Council.</p> <p>The definition of "the undertaker" has been amended to now refer to Highways England rather than the Secretary of State (to reflect Highways England's new status). Consequential amendments have also been made in the Explanatory Note to reflect this.</p>
Article 9	This article has been amended to reflect the Examining Authority's suggestion in the first written questions that any transfer of the benefit of the DCO should be subject to the consent of the Secretary of State. Highways England considers this appropriate in light of the changed status of the applicant.
Article 12	<p>A number of changes have been made to this article (i) to ensure consistency between it and the relevant Schedules; and (ii) taking on board comments from Cambridgeshire County Council in its written representations.</p> <p>This article has been amended to make clear that it is not the date the authorised development as a whole is complete and open for traffic when certain roads are classified, but when those specific roads are complete and open for traffic.</p>
Article 17(1)	This article has been amended just to make clear that the powers in sub-paragraph (1) are subject to the limitations in sub-paragraphs (3) and (4).
Article 32	This article has been amended to correct an erroneous cross-reference to article 23(3) as pointed out by Network Rail. This has been correctly changed to article 23(2).
Article 33	The definition of "apparatus" has been deleted as this is already defined in article 2.
Schedule 1, Work No.1 (y)	Reference to Byways 28/1 and 32/11 added to the reference to Mere Lane (Byway) at the request of Cambridgeshire County Council in the Council's written representations.
Schedule 1, Work No.22 (h)	Drafting amendment made to reflect amendment to sheet 18 of the Rights of Way and Access Plans pursuant to the Errata submission (May 2015) - reference to bridleway added to the description of the diversion of the NMU route to the rear of commercial premises alongside the A14 carriageway.
Schedule 1, Work No.34 (e), (f) and (g)	Drafting amendments made in connection with changes to plans and drawings made pursuant to the Errata submission (May 2015) – relating specifically to amendments made to sheet HT1 of the General Arrangement Drawings to correct a drafting error relating to the new footpath and bridleway shown in inset B. The amendments show connectivity from the east side of the Views Common roundabout to existing rights of way to both the east and the west in accordance with sheet 28 of the Rights of Way and Access Plans.

Provision in revised draft DCO	Brief description of and explanation for the change
	Corresponding amendments were also made to sheet 28 of the Rights of Way and Access Plans, where proposed cycle track (reference G) was added to reflect the proposed NMU provision shown on sheet HT1 of the General Arrangement Drawings. A related amendment was also made to new footpath (reference F), to show its connection to the highway at the boundary /fenceline.
Schedule 1, final 'catch all' provisions, para (d)	Reference to 'byways open to all traffic' added to paragraph (d) for completeness and at the request of Cambridgeshire County Council in the Council's written representations.
Paragraph 1, Part 1 of Schedule 2	This paragraph has been added to include relevant definitions 'up front' for clarity. A new definition of European protected species has also been added in response to a query from the Examining Authority in the first written questions.
Paragraph 5(2), Part 1 of Schedule 2	These amendments have been made in response to a request from Natural England, together with issues raised in the Examining Authority's first written questions. It makes clear that any scheme of protection and mitigation measures must include design details, to ensure Natural England are consulted upon these as part of the approval process. The scheme of protection and mitigation measures must be in accordance with the relevant part of the Design Manual for Roads and Bridges.
Paragraph 7, Part 1 of Schedule 2	This requirement has been amended to make clear that landscaping associated with noise fences and walls will be included within any landscaping scheme produced. This amendment is to ensure consistency with Highways England's response to question 1.10.8 of the Examining Authority's first written questions.
Paragraph 12, Part 1 of Schedule 2	<p>A new requirement has been added in response to question 1.10.8 of the Examining Authority's first written questions. This requires Highways England to submit for approval, written details of noise mitigation measures to be constructed as part of the authorised development. If such measures materially differ from those identified in the environmental statement, evidence must be provided that they would not give rise to any materially new or materially worse adverse environmental effects from those reported in the environmental statement.</p> <p>The authorised development must be constructed in accordance with the approved details.</p>
Schedule 3, Part 3 (roads to be de-trunked) and Part 6, paragraphs 9 and 10	Drafting amendments made at the request of Cambridgeshire County Council in the Council's written representations, to clarify and correct references to roads proposed to be classified / re-classified pursuant to the DCO.
Schedule 4, Part 1, sheet 3	New reference E added as part of the Errata submission - completion of bridleway (previously reference A, now reference E) through to Brampton Hut Services to reflect NMU provision as shown on sheets 3, 5 and 6 of the General Arrangement Drawings.

Provision in revised draft DCO	Brief description of and explanation for the change
Schedule 4, Part 1, sheet 5	Missing row – Reference E – now re-instated, having been deleted in error from the submission version of the draft DCO. Amendment also relates to the Errata submission made in May 2015, where amendments were made to sheets 3, 5 and 6 of the Rights of Way and Access Plans, to complete the bridleway (previously reference A, now reference E) through to Brampton Hut Services to reflect NMU provision as shown on sheet 3 of the General Arrangement Drawings. New reference F (pedestrian steps) was also added as part of the same Errata submission.
Schedule 4, Part 1, sheet 5	New reference A (pedestrian steps) was added as part of the above-mentioned Errata submission. Also reference B - distance measurement checked and amended during work relating to Errata submission. There are a number of other related/consequential minor corrections to distance measurements and corrections to cross-referencing across sheets 3, 5 and 6.
Schedule 4, Part 1, sheet 12	Amendments made in connection with the Errata submission, clarifying stopped up and replacement lengths of bridleway, and effected in response to comments made by Cambridgeshire County Council on the Rights of Way and Access Plans.
Schedule 4, Part 1, sheet 15	Minor drafting amendments made to references B and C, the need for which was picked up during work on the Errata submission.
Schedule 4, Part 1, sheet 17	Amendment made to reflect an additional area of proposed stopping up in respect of a small area of existing highway land which falls between the new side road boundary and the new trunk road boundary, where Bucking Way Road approaches the eastbound carriageway of the A14. Amendment formed part of the Errata submission and was made in response to a request from Cambridgeshire County Council.
Schedule 4, Part 1, sheet 18	Amendment made as part of the Errata submission and comprising the addition of a length of highway (bridleway) (Reference A) as shown in the new Inset 1 added to Sheet 18 of the Rights of Way and Access Plans. It is necessary to include this length of new highway on this plan because at this location, the non-motorised user route ceases to be part of the new local access route (which runs parallel to the existing A14) and diverts around the rear of a cluster of commercial buildings (given the proximity of those buildings to the carriageway of the local access route). The non-motorised user route is then outside the highway (side road) boundary and is required to be created / shown as a length of new highway (bridleway) (Reference A). Previously it was shown indicatively on the Rights of Way and Access Plans.
Schedule 4, Part 1, sheet 19	Amendment made as part of the Errata submission and comprising new reference C, being the addition of a length of footpath (Reference C) linking existing Footpath150/5 to Bridleway16/1 (outside the A14 trunk road boundary (southern side)). This change was made to reflect planning permission already granted to Domino Printing, which includes a requirement to divert (or realign) Bridleway 16/1 on a route around the new/improved premises which are the subject of the planning permission.
Schedule 4, Part 1, sheet 20	Deletion of reference A made as part of the Errata submission. The new highway (bridleway) Reference A on Sheet 20 of the Rights of Way and Access Plans has been deleted as it is replaced by Reference C on Sheet 19 (see above).

Provision in revised draft DCO	Brief description of and explanation for the change
Schedule 4, Part 1, sheet 23	<p>Amendments to references C and D arise from amendments made to the Rights of Way and Access Plans, sheet 23, as part of the Errata submission. The amendment relates to the addition of a length of bridleway (Reference D) to be created outside the highway boundary of the new A14 Westbound Link (which non-motorised users are prohibited from using) to replace stopped up length of Bridleway Madingley 154/2 (continued from Sheet 22 (Reference D)). The amendment reflects proposed NMU provision shown on the General Arrangement Drawings submitted with the Application in December 2014.</p> <p>In addition, an amendment has been made to the alignment of the substituted route for new bridleway (Reference C). The route passes through the northern edge of an area of immature woodland, following an existing path, instead of skirting around the southern edge, as shown in the non-motorised user provision illustrated on the General Arrangement Drawings (sheet 21) as submitted with the application. This represents the accepted solution which was proposed by and agreed with Cambridgeshire County Council as local highway authority.</p>
Schedule 4, Part 1, sheet 24	<p>Addition of new reference B, originally tabled in the Errata submission and arising from dialogue with Cambridgeshire County Council. This amendment was made to include new cycle track (Reference B). By way of background, in the Rights of Way and Access Plans submitted in December 2014, new highway (bridleway) Reference A on Sheet 24 of the Rights of Way and Access Plans runs from the west (across Sheets 21, 22 and 23 over a distance of approx. 3km) to its termination point on Sheet 24, where it meets the Girton Grange Accommodation Bridge. Reference A represents a length of new bridleway and cycle track (as is illustrated on the General Arrangement Drawings, Sheet 21).</p> <p>Cambridgeshire County Council commented that the cycle track element of this route should also extend beyond the eastern end of Reference A, along the route of the existing footpath which runs from the Girton Grange Accommodation Bridge eastwards and then northwards for a short distance following a field boundary, before passing between hedges to pass by a children's play area, and then terminating at the point where it meets the end of the cul de sac known as Weavers Field. This accords with Schedule 1 to the DCO and the Statement of Reasons (at Appendix 1) which state that the applicant will create new cycle track provision at this location,</p>
Schedule 4, Part 1, sheet 28	<p>New/amended references F and G - these amendments arose in connection with the Errata submission. Please see the entry above, relating to Schedule 1, Work No.34 (e), (f) and (g), for more explanation.</p>
Schedule 4, Part 2, sheet 2	<p>Amendment made to accord with the stopping up shown in Inset 1 on sheet 2 of the Rights of Way and Access Plans. This also accords with Figure 3.2, Sheet 2 of the ES, which indicates that a short section of the bridleway The Stukeleys 6 (230/6) is proposed to be extinguished.</p>
Schedule 4, Part 3, sheet 11	<p>Amendment made as part of the Errata submission – this new PMA reference 7 corresponds to the addition, in the Errata submission, of cross-hatching to show proposed PMA (new Reference 7) to match the outline of the PMA already shown on the Land Plans, Rights of Way and Access Plans and General Arrangement Drawings submitted in December 2014, but which was unintentionally omitted from the Schedule.</p>
Schedule 5, sheet 2	<p>Relocation of existing text for greater clarity / accuracy.</p>

Provision in revised draft DCO	Brief description of and explanation for the change
Schedule 5, sheet 34	Amendment made to reflect the correct identification of the authority responsibility for drainage.
Schedule 7, sheet 16	Amendment made – deletion of plot 16/9c – as a correction, because there is no such plot.