

A14
Cambridge to Huntingdon
improvement scheme
Development Consent Order Application

HE/A14/EX/166

TR010018

HE/A14/EX/166

Document introducing amendments to the draft DCO (Rev 4)

September 2015

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

A14 CAMBRIDGE TO HUNTINGDON IMPROVEMENT SCHEME

DOCUMENT INTRODUCING AMENDMENTS TO THE DRAFT DCO (REV 4) SUBMITTED ON 28 SEPTEMBER 2015 (DEADLINE 10)

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 10 (28 September 2015) (DCO Revision 4), compared with the previous version of the draft DCO submitted at Deadline 7 (19 August 2015) (DCO Revision 3). Highways England's revised draft DCO (Revision 4) is document HE/A14/EX/168, and an electronic comparison between the two versions has also been submitted (document HE/A14/EX/169).
- 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 in connection with the proposed non-material changes to the application as presented at Deadlines 7 and 9 (on 19 August and 10 September 2015) and at Deadline 10 (on 28 September 2015) in documents referenced HE/A14/EX/99 (PINS Ref: REP7-034), HE/A14/EX/131 (PINS Ref: REP9-006) and HE/A14/EX/163 (PINS Ref: not yet allocated) respectively;
 - 1.2.3 changes arising from points raised at the second Issue Specific Hearing on the DCO on 4 September 2015, together with points raised at the Compulsory Acquisition Hearings and other Issue Specific Hearings that took place between 1 September and 18 September 2015; and
 - 1.2.4 other points which Highways England has identified as requiring amendment since the first revision 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 (or lack of change, as the case may be)
Article 2	<p>The definitions of 'borrow pits restoration and aftercare strategy' and 'code of construction practice' have been moved to Schedule 2 as they are only relevant for the requirements.</p> <p>Following a request from the Examining Authority, document reference numbers have been added to certain documents that are to be certified, to ensure clarity as to which document Highways England and its contractors need to comply with. However, it should be noted that not all document reference numbers are available at this point in time and, as such, placeholders have been inserted for the time being. They will be updated in due course. The definition of the environmental statement will be updated to capture all relevant supplementary documents.</p>
Article 3	<p>A new paragraph (2) has been added, disapplying certain provisions within the Anglian Authority Water Act 1977. This has come about following discussions and agreement with the Environment Agency. The Anglian Authority Water</p>

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	Act 1977 governs certain waterways and rivers in the vicinity of the proposed scheme which may be affected by construction works. As such, Highways England is proposing with the Environment Agency's agreement to disapply section 18 (byelaws) and byelaws made thereunder, section 27 (flood prevention) and section 28 (dealing with excavation of minerals) which have the potential to be triggered as a result of construction of the proposed scheme.
Article 7	Wording has been added to provide that the Secretary of State will consult with the relevant planning authority prior to any certification under this article.
Article 11	Highways England and Cambridgeshire County Council are in the process of discussing the amendments to article 11 and it is intended that an agreed position will be arrived at prior to the next Issue Specific Hearing on the Development Consent Order on 22 October 2015.
Article 41	A new paragraph (3) has been added, to make clear that the documents certified under this article will be made available in electronic form for inspection by members of the public.
Schedule 1	The concept of 'temporary worker accommodation facilities' has been added to paragraph (m) of the 'catch-all' at the end of the Schedule, to make clear that such works are authorised by the DCO. This is in response to queries from the Examining Authority.
Schedule 1 Work No.1(g)	A new paragraph (g) has been added to Work No.1 to reflect part of proposed design change DR1.66, which would add to the scheme a new route for non-motorised users. The route would run southwards from Brooklands Lane, south of Alconbury Junction, being located generally in the west verge of the improved A1 and then following the access track to drainage attenuation pond 1, running between the improved A1 and the Huntingdon Life Sciences site to the new Woolley Road.
Schedule 1 Work No.2(d)	A new paragraph (d) has been added to Work No.2 to reflect part of proposed design change DR1.66, which would add to the scheme a new footway, cycleway and equestrian track from the southern corner of the Huntingdon Life Sciences site, running along the easterly verge of the new Woolley Road southwards and then westwards to the junction with the new bridleway referred to in paragraph (e) of Work No.2.
Schedule 1 Work No.5(ee)	Amendments have been made to this paragraph to reflect the changes which would arise from proposed design change DR1.18, in relation to a new private means of access (to be shown on the rights of way and access plans sheets 7 and 8), that would run alongside the north of the new A14 between the new B1514 Buckden Road (Work No.9) and Buckden Gravel Pits, located on sheet 8 of the works plans. This access would be routed through an underpass beneath the new A14 and immediately west of the new viaduct for the river Great Ouse to access the southern side of the new A14. This new access would replace the access track previously proposed (running between the new Brampton Road (Work No.10) and Buckden Gravel Pits, located on sheet 8 of the works plans) and therefore reference to this route has been deleted from the paragraph.
Schedule 1 Work	Amendments have been made to paragraph (aaa) of Work No.5 to reflect the changes which would arise from proposed design change DR1.70, which would change the location of flood compensation area 17 from its originally

Provision in revised draft DCO	Brief description of and explanation for the change (or lack of change, as the case may be)
No.5(aaa)	proposed location to the west of Conington Road and on the south side of the A14, to a new location east of Hilton Road on the north side of the A14, as shown on sheet 14 of the works plans.
Schedule 1 Work No.6(c)	A new paragraph (c) has been added to Work No.6 to reflect proposed design change DR1.82, which would provide an access from the new/realigned Grafham Road to a retained length of the existing Grafham Road with an entrance to fishing lakes to the east of the new A14.
Schedule 1 Work No.6(d)	A new paragraph (d) has been added to Work No.6 to reflect part of proposed design change DR1.23, which would provide new passing places for vehicles within the verge of the existing Grafham Road at locations between its junction with the improved Mere Lane (byway open to all traffic) and the point at which it would join the new/realigned Grafham Road.
Schedule 1 Work No.6(e)	A new paragraph (e) has been added to Work No.6 to reflect part of proposed design change DR1.23, which would provide a new private means of access between the existing Grafham Road and Mere Lane (byway open to all traffic), to be shown on sheet 6 of the rights of way and access plans and described in Schedule 4.
Schedule 1 Work No.22(h)	Wording has been deleted from paragraph (h) of Work No. 22 to reflect proposed design change DR1.67, which would re-route the non-motorised user route running in parallel with the new Local Access Road, so that rather than diverting locally around the rear of a group of properties (as originally proposed), it would continue in parallel with the Local Access Road and would run past the front of the group of properties.
Schedule 1 Work No.22(l)	Paragraph (l) of Work No. 22 has been deleted to reflect proposed design change DR1.101, which would remove flood compensation area 22 from the location shown on sheet 20 of the works plans, 200 metres south-east of the sewage works and to the north of the new Local Access Road.
Schedule 1 Work No.22(s) (now (r))	Paragraph (s) (now renumbered as paragraph (r)) of Work No. 22 has been amended to reflect proposed design change DR1.40a, which would remove flood compensation area 24 from the east side of Longstanton Brook on the north side of the new Local Access Road, leaving just flood compensation area 25 on the west side of Longstanton Brook in the location shown on Sheet 21 of the works plans.
Schedule 1 Work No.22(u) (now (t))	Paragraph (u) (now renumbered as paragraph (t)) of Work No. 22 has been amended to correct a minor drafting error (amending 'south' to read 'north').
Schedule 1 Work No.34(f)	A new paragraph (f) has been added to Work No.34 to reflect proposed design change DR1.23, which would provide an access for agricultural traffic to Views Common from the new roundabout junction with the A1307, as shown on sheet 28 of the rights of way and access plans and described in Schedule 4.
Schedule 1 Work No.53	The measurement of the length of gas pipeline to be diverted has been amended to reflect the revised diversion proposals in accordance with proposed design change DR1.20a.
Schedule 1	The measurement of the length of gas pipeline to be diverted has been

Provision in revised draft DCO	Brief description of and explanation for the change (or lack of change, as the case may be)
Work No.61	amended to reflect the revised diversion proposals in accordance with proposed design change DR1.20b Rev A. A reference to drainage attenuation pond 21 has also been added to the work description, to take into account the re-routeing of Work No.61, which would run past the northernmost part of drainage attenuation pond 21.
Schedule 1 Work No.63	The measurement of the length of gas pipeline to be diverted has been amended to reflect the revised diversion proposals in accordance with two proposed design changes DR1.20c Rev A and DR1.20d Rev A.
Schedule 1 Work No.64	The measurement of the length of water pipeline to be diverted has been amended to reflect the revised diversion proposals in accordance with proposed design change DR1.36. A reference to Conington Road has also been added to the work description, to take into account the re-routeing of Work No.64, which would run along the new Conington Road from its tie in with the existing Conington Road on the south side of the improved A14 to its junction with Access Road on the north side of the improved A14.
Schedule 1 Work No.70	The measurement of the length of gas pipeline to be diverted has been amended to reflect the revised diversion proposals in accordance with proposed design change DR1.104.
Schedule 1 Work No.73	The measurement of the length of gas pipeline to be diverted has been amended to reflect the revised diversion proposals in accordance with proposed design change DR1.20e Rev A. A reference to the new Robin's Lane has also been added to the work description, to take into account the re-routeing of Work No.73.
Schedule 1 Work No.90	A new Work No.90 has been added to Schedule 1 to reflect proposed design change DR1.104, which would provide for an additional diversion of gas pipeline to accommodate the improved A14 and the new B1050 Hattons Road (this diversion was not previously identified on sheet 21 of the works plans or in Schedule 1).
Schedule 2, Part 1, Paragraph 1	<p>Definitions of 'the borrow pits restoration and aftercare strategy' and 'the code of construction practice' have been moved to this paragraph from article 2, because the relevant operative paragraphs that refer to these definitions are contained in this Schedule. The definitions also include document reference numbers (which will be populated when finalised) and expanded explanations as to what each document is intended to do and the obligations they contain.</p> <p>A new definition of 'the Design Council's Design Review panel' has been added, which is used in the new requirement contained in paragraph 15 of the Schedule (see below for an explanation as to this).</p>
Schedule 2, Part 1, Paragraph 12(1)	Consultation with the relevant planning authority prior to approval of the written details of noise mitigation to be submitted under this requirement has been added, in response to various submissions made.
Schedule 2, Part 1, Paragraph 14	The highway lighting scheme requirement has been amended to tidy up the language used, as well as to expand those authorities that will be consulted on the details submitted prior to approval by the Secretary of State (as well as the circumstances in which such consultation will take place).
Schedule 2,	A new requirement has been added, following various submissions made at

Provision in revised draft DCO	Brief description of and explanation for the change (or lack of change, as the case may be)
Part 1, Paragraph 15	<p>the hearings in September.</p> <p>Sub-paragraph (1) requires Highways England to submit details of the design of the authorised development to the Design Council's Design Review panel for comment, and to consider any advice that comes out of that review.</p> <p>Sub-paragraph (2) requires Highways England to consult with various parties during the development of detailed design, in accordance with the provisions of the code of construction practice. Please see Highways England's separate submissions on how it envisages this working, submitted at Deadline 10 (Applicant ref: HE/A14/EX/162).</p>
Schedule 2, Part 1, Paragraph 17	<p>A further new requirement has been added, to make it clear that where Highways England is obliged to submit details for approval from the Secretary of State under the requirements, such details must be accompanied by a summary report setting out the consultation Highways England has undertaken in formulating and finalising such details, together with its response to that consultation.</p>
Schedule 2, Part 2, Paragraph 20	<p>A new provision has been added requiring Highways England, as soon as reasonably practicable after the making of the Order, to publish an electronic register of the requirements. Such register must set out in relation to each requirement the status of it in the discharge 'journey' and must be maintained for a period of 3 years following completion of the authorised development.</p>
Schedule 3, Part 1 – Speed Limits Sheets 6 & 7	<p>A new entry has been added to Part 1, in the section relating to the traffic regulation measures (speed limits and prohibitions) plans – sheets 6 and 7, to reflect proposed design change DR1.37, the effect of which would be to apply a new 50mph speed limit to the southbound carriageway of the A1 for a distance of 200 metres northwards from the tie-in with the existing A1 at the B1514 Buckden Road. The purpose of this design change would be to mitigate reduced visibility on the approach to the existing B1514 Buckden junction southbound which is due to the vertical curvature of the existing bridge.</p>
Schedule 3, Part 2 – Speed Limits Sheet 8	<p>Amendments have been made to the entry in Part 2 relating to the traffic regulation measures (speed limits and prohibitions) plans – sheet 8, to reflect part of proposed design change DR1.18, the effect of which would be to provide a new emergency / maintenance access to the river Great Ouse viaduct, drainage attenuation ponds and outfalls, and emergency vehicle access to the new A14. The drafting amendments reflect the proposed changes to the provision for emergency / maintenance access which was previously proposed in this area.</p>
Schedule 3, Part 2 – Prohibitions Sheet 29	<p>The entry in Part 2 relating to the traffic regulation measures (speed limits and prohibitions) plans – sheet 29 has been amended to reflect part of design change DR1.08, which realigns the Mill Common (road) in Huntingdon and provides for a signalised junction to allow traffic to turn right into Mill Common. Accordingly, drafting relating to the prohibition of right turns at the junction has been deleted. In addition, in connection with the realignment of the junction, drafting has been added which prohibits waiting at all times along certain specified sections of Mill Common. The primary purpose of design change DR1.08 is to minimise the loss of car parking at Centenary House; rationalisation of the junction arrangements and the alignment of Mill Common, through the amendments outlined above, would achieve this objective.</p>
Schedule 3,	<p>New drafting has been added in Part 2 relating to the traffic regulation</p>

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Part 3 – Prohibitions Sheet 29	measures (speed limits and prohibitions) plans – sheet 29, to reflect part of design change DR1.08. The new drafting would revoke an existing order which prohibits waiting in the yellow box at the junction area on Princes Street, which leads off the Mill Common junction. This provision would form part of the realigned junction proposals at Mill Common.
Schedule 3, Part 5 – Weight Limits Sheets 4, 5 and 6	New drafting has been added to the section of Part 5 dealing with <i>the traffic regulation measures (clearways and weight limits) plans – sheets 4, 5 and 6</i> , in order to vary the zone to which an existing prohibition of heavy commercial vehicles (18 tonnes) applies. These amendments reflect the intentions behind proposed design change DR1.83, which proposes this variation to the zone of the weight limit / heavy commercial vehicles prohibition order because it covers an area through which the scheme passes. The effect of the amendments is to vary the area of the weight limit in order to allow heavy commercial vehicles to pass through it on the new A14.
Schedule 4, Part 1 – Sheet 1	New drafting has been added to reflect proposed design change DR1.66, which would provide a length of new bridleway from Woolley Road, northwards along the western boundary of the improved A1(T) to Brooklands Lane, over a distance of 1180 metres, and which is shown as reference B on sheet 1 of the rights of way and access plans.
Schedule 4, Part 1 – Sheet 5	The distance measurement in the length of new bridleway identified as reference B has been amended to reflect the change in the route of the new bridleway which would arise from proposed design change DR1.28a. The revised route would be 40 metres longer than the route originally proposed.
Schedule 4, Part 1 – Sheet 6	The distance measurement for the length of existing bridleway 28/19 which is proposed to be stopped up has been amended (lengthened by 30 metres) to reflect part of proposed design change DR1.28a, which as noted above, changes the route of the replacement new bridleway reference B.
Schedule 4, Part 1 – Sheet 18	New drafting has been added to indicate that, pursuant to proposed design reference DR1.84, a 50 metre length of Bridleway 225/15 would be stopped up and replaced by an alternative route which is currently used in practice (in preference to the route shown on the Definitive Map, which is the route that is proposed to be stopped up) and which is identified as reference A on sheet 18 of the rights of way and access plans. In addition, the description of reference A has been amended to reflect proposed design change DR1.67, in which the non-motorised user route would be amended to run in parallel with the new Local Access Road and pass along the front of a group of properties, rather than divert behind those properties, as originally proposed in the application.
Schedule 4, Part 1 – Sheet 20	The reference to the stopping up of a length of Bridleway 16/1 has been deleted (and moved to Part 2 of Schedule 4) to reflect the fact that the originally proposed replacement route, which would be a length of new permissive non-motorised user route, would only have the status of a permissive route – in accordance with the request of the relevant landowner, Bar Hill Parish Council. In the event that permission to use this permissive route was withdrawn, the stopped up length of Bridleway 16/1 would be without replacement. The text describing the permissive non-motorised user route has been retained in Part 1 of Schedule 4, but the reference to it providing a substitute for the stopped up Bridleway 16/1 has been deleted.
Schedule 4, Part 1 –	The distance measurement in the length of new footpath identified as reference F (part) has been amended to reflect the change in the route of the

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Sheet 28	new footpath which would arise from proposed design change DR1.52 (which would provide a new private means of access off the proposed Views Common Roundabout). The revised route of the footpath, which is necessary to accommodate the new private means of access off the roundabout, would be 110 metres longer than the route originally proposed.
Schedule 4, Part 1 – Sheet 28	The distance measurement in the length of new highway identified as reference E has been amended to reflect the change in the route of the new highway which would arise from proposed design change DR1.08 (which would change the alignment of Mill Common (road) and the junction layout to minimise impacts on the car park of Centenary House). The revised route of the new highway would be 6 metres longer than the route originally proposed.
Schedule 4, Part 1 – Sheet 28	The distance measurement in the length of new cycle track identified as reference G has been amended to reflect the change in the route of the new cycle track which would arise from proposed design change DR1.52 (which, as explained above, would provide a new private means of access off the proposed Views Common Roundabout). The revised route of the footpath, which is necessary to accommodate the new private means of access off the roundabout, would be 40 metres longer than the route originally proposed.
Schedule 4, Part 2 – Sheet 20	A new reference to the proposed stopping up of Bridleway 16/1 has been added to Part 2 of Schedule 4. This reflects the amendment referred to above, in relation to the permissive path (see entry above for Schedule 4, Part 1, Sheet 20, reference Bridleway 16/1).
Schedule 4, Part 3 – Sheet 6	Text as been added to reference 2 to reflect the fact that the new private means of access identified as reference 2 on sheet 6 of the rights of way and access plans would need to be extended at its northern end, westward along the north side of Brampton Brook, to provide access to adjacent land, in accordance with proposed design change DR1.28b.
Schedule 4, Part 3 – Sheet 6	A new reference 4 has been added to reflect proposed design change DR1.23, which would provide a new private means of access on the west side of the A14(T), from Grafham Road and connecting to Mere Lane (byway open to all traffic).
Schedule 4, Part 3 – Sheet 6	A new reference 5 has been added to reflect proposed design change DR1.82, which would provide a new private means of access on the west side of the realigned Park Road/Grafham Road, running along the previous alignment of Grafham Road, to provide access to the fishing lake.
Schedule 4, Part 3 – Sheets 7 & 8	A new reference 6 has been added to reflect part of proposed design change DR1.18, which would provide a new private means of access commencing on the north-east side of the new A14(T) and connecting with the access to Lodge Farm. This new private means of access would be shown on sheets 7 and 8 of the rights of way and access plans.
Schedule 4, Part 3 – Sheet 8	Reference 2 has been deleted to reflect part of proposed design change DR1.18, which would remove the proposed new private means of access reference 2 on sheet 8 of the rights of way and access plans. Reference 2 would be replaced by reference 6 on sheets 7 and 8 of the rights of way and access plans, reference to which is made above.
Schedule 4,	A new reference 7 has been added to provide for a new private means of

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Part 3 – Sheet 11	access on the south side of the new A14(T) from the south-west side of the new/realigned A1190 Ermine Street. This amendment relates to proposed design change DR1.34, the purpose of which is to provide access to severed land south of the A14 (NB: this amendment appeared prematurely in the previous version of the DCO and may therefore not be identified as a tracked change in the current version).
Schedule 4, Part 3 – Sheet 14	A new reference b has been added to provide for the stopping up of an existing field access on the south-east side of Hilton Road. A corresponding new reference 6 has also been added, to provide for a substituted new private means of access in the same location as stopped up access reference b, but repositioned at the highway boundary of the new/realigned Hilton Road. These amendments reflect proposed design change DR1.44, the purpose of which is to rectify the omission in the original application of the stopping up and replacement of this field access.
Schedule 4, Part 3 – Sheet 15	Two new references e and g have been added to provide for the stopping up of two existing field accesses on the north-east and south-west sides, respectively, of Conington Road. A corresponding new reference 9 has also been added, to provide for a substituted new private means of access on the south side of Access Road at its junction with the existing Conington Road (which is proposed to be stopped up). Reference 9 would provide access to the land which was previously accessible via references 3 and g. These amendments reflect part of the revised arrangements proposed in design change DR1.36.
Schedule 4, Part 3 – Sheet 15	A new reference f has been added to provide for the stopping up of an existing field access on the south-west side of the existing Conington Road. A corresponding new reference 10 has also been added, to provide for a substituted new private means of access on the south-west side of the new Conington Road. These amendments reflect part of proposed design change DR1.48, the purpose of which is to rectify the omission in the original application of the provision of this field access.
Schedule 4, Part 3 – Sheet 15	A new reference 8 has been added to reflect proposed design change DR1.50, which would provide a new private means of access to a field, such access being from the west side of the new Conington Road and via new private means of access reference 2, as shown on sheet 15 of the rights of way and access plans. The purpose of proposed design change DR1.50 is to rectify the omission in the original application of the provision of this field access.
Schedule 4, Part 3 – Sheet 15	A new reference 11 has been added to reflect part of proposed design change DR1.48, which would provide a new private means of access to a field, such access being from the north-east side of the new Conington Road, as shown on sheet 15 of the rights of way and access plans. Part of the purpose of proposed design change DR1.48 is to rectify the omission in the original application of the provision of this field access.
Schedule 4, Part 3 – Sheet 16	Three new references b, c and f have been added to provide for the stopping up of three existing field accesses on the north side of the existing A14(T). Three corresponding new references 4, 5 and 7 respectively have also been added, to provide for three substituted new private means of access in the same locations as stopped up references b, c and f, but repositioned at the new boundary of the existing A14 (within the section of the A14 which is to be de-trunked). A further new reference 6 has also been added to provide for a new private means of access to a field from the north side of the de-trunked

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	A14. All of these amendments reflect proposed design change DR1.81, the purpose of which is to rectify omissions in the original application.
Schedule 4, Part 3 – Sheet 21	A new reference 9 has been added to reflect proposed design change DR1.53, which would provide a new private means of access to a field, such access being from the south side of the new Cambridge Crematorium Access Road (which is shown as reference E on sheet 21 of the rights of way and access plans). The purpose of proposed design change DR1.53 is to provide access as requested by landowners.
Schedule 4, Part 3 – Sheet 22	A new reference p has been added to provide for the stopping up of a field access off the south side of the A14(T). This stopping up is part of proposed design change DR1.58 and rectifies an omission in the original application, in which this access, and the need for it to be stopped up, was not identified. Replacement/substitute access is provided via new private means of access reference 1 on sheet 22 of the rights of way and access plans. Wording to reference this substitution (and to connect stopped up reference p with new private means of access reference 1 has been added to the entry for reference 1.
Schedule 4, Part 3 – Sheet 28	A new reference b has been added to provide for the stopping up of access to the railway station car park in Huntingdon. This stopping up is part of proposed design change DR1.68 which rectifies an omission in the original application, in which the need for this access to be stopped up was not identified. Replacement/substitute access is provided via new private means of access reference 6 on sheet 28 of the rights of way and access plans. Wording to reference this substitution (and to connect stopped up reference b with new private means of access reference 6 has been added to the entry for reference 6.
Schedule 4, Part 4 – Sheet 16	References b, c and f have been deleted from Part 4 of Schedule 4 (sheet 16) because they are no longer proposed to be stopped up without the provision of substitute replacement accesses (see entry above for Schedule 4, Part 3 – Sheet 16). This amendment relates to proposed design change DR1.81.
Schedule 5, Sheet 4	A new rights plot 4/6a has been added in connection with proposed design change DR1.87, pursuant to which new rights over land are required for the benefit of Anglian Water Services Limited for the purposes of a water pipeline diversion.
Schedule 5, Sheet 5	A new rights plot 5/5h has been added in connection with proposed design change DR1.91, which, following further design work, seeks to rationalise proposed permanent land take in this location.
Schedule 5, Sheet 5	A new rights plot 5/7 has been added in connection with proposed design change DR1.92, which, following further design work, seeks to rationalise proposed permanent land take in this location and, as such, now seeks new rights over the land in plot 5/7, which was previously proposed to be acquired compulsorily.
Schedule 5, Sheet 5	A new rights plot 5/12a has been added in connection with proposed design change DR1.87, which, following further pre-construction ecological survey work, is no longer required to be acquired compulsorily for the provision of a receptor site for great crested newts. Instead, rights are required over a smaller area of land (plot 5/12a) at this location, in order to facilitate the

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	diversion of a water pipeline and an electricity power line.
Schedule 5, Sheet 8	Reference to plot 8/21b has been deleted in connection with proposed design change DR 1.18. Whereas previously new rights over this plot were sought, it is now only required to be used temporarily (and is reduced in size).
Schedule 5, Sheet 8	Reference to new rights plot 8/7d has been added in connection with proposed design change DR1.93, in relation to which it is required to facilitate the installation and future maintenance of utility apparatus.
Schedule 5, Sheet 8	Reference to new rights plot 8/21n has been added in connection with proposed design change DR1.18, in relation to which it is required for the construction and maintenance of a new track to access the new River Great Ouse viaduct, drainage attenuation pond and outfalls, and environmental mitigation land (in plot 8/21l).
Schedule 5, Sheet 9	Reference to new rights plot 9/2g has been added in connection with proposed design change DR1.18, in relation to which it is required for the construction and maintenance of a new track to access the new River Great Ouse viaduct and drainage outfalls.
Schedule 5, Sheet 9	Reference to new rights plots 9/11a and 9/11b has been added in connection with proposed design change DR1.69, in relation to which the two plots are required for the construction and maintenance of a new track to access the Corpus Christi Farm from the B1043 Offord Road.
Schedule 5, Sheet 12	Reference to new rights plots 12/6e and 12/12c has been added in connection with proposed design change DR1.34, in relation to which the two plots are required for the construction of a new track to provide access to severed agricultural land south of the A14 and west of the A1198 Ermine Street.
Schedule 5, Sheet 15	Reference to new rights plots 15/11d and 15/11e has been added in connection with proposed design change DR1.20b Rev A, in relation to which the two plots are required to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 15	Reference to new rights plots 15/11d and 15/11e has been added in connection with proposed design change DR1.20b Rev A, and reference to new rights plots 15/18b and 15/18d has been added in connection with proposed design change DR1.20c Rev A, in relation to which all four plots are required to facilitate the diversions of gas pipelines.
Schedule 5, Sheet 16	Reference to new rights plots 16/2c, 16/3d and 16/3e has been added in connection with proposed design change DR1.20c Rev A; and reference to new rights plots 16/3b has been added in connection with proposed design change DR1.20d Rev A. All four plots are required to facilitate the diversions of gas pipelines.
Schedule 5, Sheet 18	Reference to new rights plot 18/6f has been added in connection with proposed design change DR1.104, in relation to which new rights are required to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 20	Reference to plot 20/13b has been deleted in connection with proposed design change DR1.21, pursuant to which this plot is only required to be used temporarily such that rights over it are no longer sought.

Provision in revised draft DCO	Brief description of and explanation for the change (or lack of change, as the case may be)
Schedule 5, Sheet 20	Reference to plot 20/6d has been deleted and reference to plot 20/2h has been added, in connection with proposed design change DR1.104, which is required to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 21	Reference to plot 21/4j has been added in connection with proposed design change DR1.98, which seeks to rationalise permanent land take by changing the previous proposal, in which powers to acquire land compulsorily were sought to provide access through Clare College Farm to balancing ponds. In the revised proposal, only rights over land are sought for the purpose of providing such access.
Schedule 5, Sheet 22	Reference to plots 21/4f, 21/4h and 21/10f has been added in connection with proposed design change DR1.20e Rev A, which is required to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 22	Reference to plot 20/6d has been deleted and reference to plot 20/2h has been added, in connection with proposed design change DR1.104, which is required to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 22	In relation to plots 22/4b, 22/6a, 22/7a, 22/8a, and 22/12c a new right has been added for the benefit of National Grid Gas. This is in connection with proposed design change DR1.105, the purpose of which is to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 22	A reference to new rights plot 22/10a has been added in connection with proposed design change reference DR1.99, prior to which plot 22/10a was proposed to be acquired compulsorily.
Schedule 5, Sheet 22	Reference to plots 22/6c, 22/7b, and 22/12b has been added, in connection with proposed design change DR1.105, the purpose of which is to facilitate the diversion of a gas pipeline. Previously these plots were proposed to be subject to temporary possession; now they are required to be subject to new rights for the benefit of National Grid Gas.
Schedule 5, Sheet 40	Reference to plots 40/6e and 40/12 has been added, in connection with proposed design change DR1.20c Rev A, the purpose of which is to facilitate the diversion of a gas pipeline.
Schedule 5, Sheet 27	The wording 'and areas of flood compensation' has been deleted, following submissions made at the hearings in September.
Schedule 7, Sheet 5	The reference to the proposed temporary use of plots 5/23f and 5/29b for the provision of soil storage areas has been deleted to reflect proposed design change DR1.89b, which, pursuant to recommendations made by the Environment Agency, removes a soil storage area previously proposed to be located within Flood Zone 3.
Schedule 7, Sheet 5	New drafting has been added in respect of new temporary possession plots 5/5j and 5/22c, which are required to provide working space and temporary access for the construction of an access track to drainage attenuation facilities and flood plain compensation areas on adjacent land. This amendment reflects proposed design change DR1.91 which, following further design work, seeks to rationalise proposed permanent land take in this location.
Schedule 7,	A reference to new plots 7/11f and 7/13d has been added, along with

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Sheet 7	references to Grafham Road and Work No.6, to reflect the details of proposed design change DR1.23, which would provide a new private means of access to link Grafham Road to the byway open to all traffic, known as Mere Lane.
Schedule 7, Sheet 8	New drafting has been added in respect of a new temporary possession plot 8/7c, which is required to provide working space and temporary access for works associated with the improvement of Brampton Road, including the installation and future maintenance of utility apparatus. This amendment reflects proposed design change DR1.93 which, following further design work, seeks to rationalise proposed land take in this location. As such, plot new temporary possession plot 8/7c is carved out of, and reduces the area of, existing plot 8/7a, which is proposed to be acquired compulsorily.
Schedule 7, Sheet 8	Reference to plot 8/27 has been deleted and replaced by reference to new plot 8/21b, which is required in connection with the provision of a new private means of access to Lodge Farm, as proposed in design change DR1.18. The reference to Work No.10 has been deleted, also to reflect the revised access arrangements proposed in design change DR1.18.
Schedule 7, Sheet 10	A reference to new plot 10/4f has been added, along with new references to the provision of working space and temporary access for the provision of a new private means of access. These amendments reflect the details of proposed design change DR1.42, which would provide a new private means of access to a field off the realigned B1043 Offord Road.
Schedule 7, Sheet 10	A reference to new plot 10/9 has been added, along with new references to the provision of working space and temporary access for the diversion of utility apparatus. These amendments reflect the details of proposed design change DR1.20a, which seeks additional temporary working space for a stopple pit to facilitate the diversion of a gas pipeline.
Schedule 7, Sheet 13	A reference to new plot 13/7 has been added, along with new references to the provision of working space and temporary access for works associated with the improvement of Mere Way (Work No.14). These amendments reflect the details of proposed design change DR1.95 which, following further design work, seeks to rationalise proposed land take in this location. As such, new temporary possession plot 13/7 is carved out of, and reduces the area of, part of existing plot 13/4, and all of plots 13/5 and 13/6, each of which was previously proposed to be acquired compulsorily.
Schedule 7, Sheet 15	A reference to new plot 15/18e has been added to reflect the details of proposed design change DR1.20c Rev A, to facilitate the diversion of a gas pipeline. Previously, new temporary possession plot 15/18e was part of plot 15/18b, which was proposed to be acquired compulsorily. This amendment also reflects proposed design change DR1.36, which rationalises the stopping up of part of Conington Road and the diversion of a length of the Cambridge Water main.
Schedule 7, Sheet 15	In relation to plots 15/9b, 15/11b and 15/16b the reference to the provision of a soil storage area and temporary access tracks has been deleted, to reflect proposed design change DR1.89f, which, pursuant to recommendations made by the Environment Agency, removes a soil storage area previously proposed to be located within Flood Zone 3.
Schedule 7,	A reference to new plot 15/19a has been added, along with new references to the provision of working space and temporary access for the provision of a

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Sheet 15	new private means of access. These amendments reflect the details of proposed design change DR1.50, which would provide a new private means of access to a field off the realigned Conington Road.
Schedule 7, Sheet 16	Reference to plot 16/3b has been deleted, in connection with proposed design change DR1.20d Rev A, which seeks to facilitate the diversion of a gas pipeline and which would, as a result, require new rights over this plot rather than powers of temporary possession.
Schedule 7, Sheet 16	A reference to new plot 16/3f has been added, along with new references to the provision of working space and temporary access for the diversion of utility apparatus (in connection with Work No.3). These amendments reflect the details of proposed design change DR1.20c Rev A, which seeks to facilitate the diversion of a gas pipeline.
Schedule 7, Sheet 16	The reference to the proposed temporary use of plots 16/18d and 16/19e for the provision of soil storage areas has been deleted to reflect proposed design change DR1.89g, which, pursuant to recommendations made by the Environment Agency, removes a soil storage area previously proposed to be located within Flood Zone 3.
Schedule 7, Sheet 16	A reference to new plots 16/21a, 16/21b and 16/22 have been added, along with new references to the provision of working space and temporary access for works associated with the stopping up of Footpath 53/2. These amendments reflect the details of proposed design change DR1.97 which, following on-going engagement with landowners, seeks to rationalise proposed land take in this location. As such, new temporary possession plots 16/21a, 16/21b and 16/22 replace plots which were previously proposed to be acquired compulsorily.
Schedule 7, Sheet 20	A reference to new plots 20/13e and 20/13d has been added, along with new references to the provision of working space and temporary access for the diversion of utility apparatus (in connection with Work Nos.5, 71, 81 and 82). These amendments reflect the details of proposed design change DR1.21, which, in part, relocates proposed utility diversions within the highway boundary, such that these plots are only required to provide temporary working space (rather than new rights as previously proposed).
Schedule 7, Sheet 20	References to new temporary possession plots 20/16c, 20/18a and 20/21c have been added, to reflect proposed design change reference DR1.67, which realigns the proposed non-motorised user route so that it runs in parallel with the A14, and passes before the frontages of a group of properties, rather than diverting locally to the rear of those properties. Plots which were previously proposed to be acquired compulsorily are now required for the provision of temporary working space instead.
Schedule 7, Sheet 21	Reference to plot 21/4f has been deleted. This plot was previously required temporarily to provide working space for the works associated with the stopping up of Robin's Lane and the construction of the new Robin's Lane and new private means of access. The amendments reflect proposed design change DR1.20e Rev A, which is proposed to facilitate the diversion of a gas pipeline. In connection with that diversion, new rights are now required over the land in plot 21/4f, rather than powers of temporary possession.
Schedule 7,	References to plots 22/6c and 22/7b, required to provide working space for the construction of the new Bar Hill Junction have been deleted in connection with

Provision in revised draft DCO	Brief description of and explanation for the change (or lack of change, as the case may be)
Sheet 22	proposed design change DR1.105, which would require new rights over these plots to facilitate the diversion of a gas pipeline.
Schedule 7, Sheet 22	Reference to plot 22/12b, required to provide working space for the stopping up and improvement of Hattons Lane and the construction of the new Bar Hill Junction has been deleted in connection with proposed design change DR1.105, which would require new rights over this plots to facilitate the diversion of a gas pipeline.
Schedule 7, Sheet 22	Reference to plot 22/3b has been deleted in connection with proposed design change DR1.40a, which would require the compulsory acquisition of this plot to secure the provision of a new water vole receptor site.
Schedule 7, Sheet 34	Reference to new temporary possession plot 34/4c has been added in connection with proposed design change DR1.100, which would use the land in this plot as working space for the construction works associated with the demolition of the viaduct in Huntingdon and to enable access to the Hinchingsbrooke Water Tower site to be maintained during the construction and operation of the scheme.
Schedule 7, Sheet 34	Reference to new temporary possession plots 34/55 and 34/51c has been added in connection with proposed design change DR1.08 Rev A, which would use the land in this plot as working space for the works associated with the construction of the new Mill Common Link Road and the improvement of the existing road known as Mill Common. These plots were previously proposed to be acquired compulsorily, and are in the vicinity of the car park to Centenary House. The proposed land take in this area has been modified, such that these plots are now required for temporary possession rather than compulsory acquisition.
Schedule 7, Sheet 34	Reference to a new temporary possession plot 34/34c has been added to provide working space for the isolation of a gas main (spur) associated with the construction of the new Views Common Link Road. This amendment is made to reflect proposed design change DR1.103, which is intended to facilitate the above mentioned utilities works.
Schedule 7, Sheet 34	Reference to new temporary possession plots 34/23 and 34/25f has been added to provide working space and temporary access for the improvement of the B1514 Brampton Road. These plots were previously proposed to be acquired compulsorily, but this amendment reflects proposed design change DR1.100, which is intended to accommodate the proposed future development of the Hinchingsbrooke Water Tower site.
Schedule 7, Sheet 40	A reference to new plot 40/6f has been added, along with new references to the provision of working space and temporary access for the diversion of utility apparatus (in connection with Work No.63). These amendments reflect the details of proposed design change DR1.20d Rev A, which seeks to facilitate the diversion of a gas pipeline.
Schedule 7, Sheet 40	Reference to new temporary possession plots 40/5 and 40/12 have been added and are required to provide working space and temporary access in connection with the stopping up of Conington Road and the construction of the new Conington Road, as well as the diversion of a gas main. These amendments are made in connection with proposed design changes DR1.20c Rev A and DR1.36.

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Schedule 8	<p>The current form of protective provisions for the benefit of the following parties have also been inserted into the DCO: the Environment Agency, drainage authorities in respect of ordinary watercourses, National Grid and Network Rail. The protective provisions for the Environment Agency are in agreed form subject an outstanding access point which the parties are confident will be finalised by the next Issue Specific Hearing on the DCO and, as such, the Environment Agency has confirmed to Highways England that it will not be submitting its own version at Deadline 10. Cambridgeshire County Council is content with the form of the protective provisions for drainage authorities, although Highways England and Cambridgeshire County Council are currently discussing those watercourses that are to be defined as 'key' and how these should be presented in the protective provisions. Alconbury and Ellington Internal Drainage Board (who would also benefit from the drainage authority protective provisions) have not yet provided comments on these - they were sent to Alconbury and Ellington Internal Drainage Board by Highways England on 7 August 2015. The protective provisions for Network Rail are agreed and those for National Grid are in largely agreed form, subject to a couple of minor outstanding issues which are being discussed between the parties. Any updates on the form of these will be submitted to the examination at Deadline 11.</p> <p>Highways England is also in discussion with Anglian Water in respect of protective provisions - these, if they are to be included within the DCO, will be submitted to the examination at Deadline 11.</p>