



Our ref: 20190118-01 TR010018

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Natasha Kopala
Head of TWA Orders Unit
Department for Transport Zone 1/14 – 18
Great Minster House
33 Horseferry Road
London
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0300 123 5000

18 January 2019

By hand

Dear Ms Kopala,

The A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (SI 2016/547) (as corrected by the A14 Cambridge to Huntingdon Improvement Scheme Development Consent (Correction) Order 2017 (SI 2017/1121))

Application for a Non-Material Change under Section 153 of the Planning Act 2008 and Regulation 4 of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011

On behalf of Highways England please find enclosed an application for a proposed non-material change to the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (SI 2016/547) (as corrected¹) ("the DCO").

The proposed non-material changes

Highways England is seeking consent from the Secretary of State to amend the provisions in the DCO to change the status of the A14 between Girton and new

¹ Corrected by the A14 Cambridge to Huntingdon Improvement Scheme Development Consent (Correction) Order 2011 (SI 2017/1121).

Ellington junction and the A1 between Alconbury and Brampton from all-purpose trunk road to motorway.

The changes principally affect the regulations governing the use of the roads, allowing the introduction and enforcement of motorway regulations including the prohibition of certain types of vehicle and the use of Variable Mandatory Speed Limits as a tool to manage traffic flow when appropriate.

The changes would further improve safety for road users and result in more consistent journey times.

Context of the proposed changes

The DCO permitted the construction of an all-purpose trunk road. At the time of the original application the road was designed to be “expressway-ready” in anticipation of new design and construction standards for all-purpose trunk roads. However, modern motorway design has since evolved and the scheme includes all the elements required by a modern motorway. In 2018 the Roads Minister therefore asked Highways England to make an application to reclassify the new road as a motorway to gain the extra safety and journey time benefits the application of Motorway Regulations would afford.

Materiality of proposed change

There is no statutory definition of what constitutes a ‘material’ or ‘non-material’ change for the purposes of Schedule 6 to the Planning Act 2008 and Part 1 of the 2011 Regulations. Highways England has therefore considered the ‘Guidance on Changes to Development Consent Orders’ (DCLG Guidance, December 2015). We do not consider the proposed changes to be material for the purposes of the 2011 Regulations for the reasons set out below:

1. There will be no change to route design or layout other than minor adjustments necessary to support the introduction of Motorway Regulations;
2. There is no requirement for any additional compulsory acquisition of land;
3. There will be no direct impact of the roads’ status change on the majority of road users and no significant impacts on others;
4. The change in road status is not considered to give rise to any new, or materially different, significant environmental effects;
5. There is no requirement for a Habitat Regulations Assessment nor is it anticipated that any new European Protected Species licence will be required.

Full reasons are set out in detail within the enclosed Application Statement.

The effects of the change

What <i>would not</i> change	What <i>would</i> change
<ol style="list-style-type: none"> 1. The road's engineering, design and physical layout other than minor adjustments necessary to support the introduction of Motorway Regulations 2. Junction positions and designs 3. A14 Cambridge northern bypass (Girton to Milton) remains as a trunk road 4. Prohibition of pedestrians, cyclists, equestrians from the route 5. Alternative routes and new facilities being provided for pedestrians, cyclists, equestrians 6. Crossing points and bridges for local roads so communities remain connected to their neighbours 7. Alternative routes avoiding the new A14 and widened A1 using existing and new local roads 8. Access to farms and land is all from local roads, not the new A14 9. New A14 open to traffic by end 2020 10. Scheme total cost 11. Traffic Officer service patrolling the route. 	<ol style="list-style-type: none"> 1. A14 to become A14(M) between Girton and the new Ellington junction 2. A1 to become A1(M) between Alconbury and Brampton 3. Motorway Regulations applied to A14(M) from Girton to the new Ellington junction and the extended A1(M) from Alconbury to Brampton, including prohibition of slow-moving vehicles (including farm machinery and vehicles under 50cc) 4. Blue motorway signs replace green signs 5. Provision for using variable mandatory speed limits on the motorway to help manage traffic flow efficiency and safety around incidents 6. Small transfer of traffic from local roads to the motorway, helping get the right traffic on the right roads 7. Small noise and air quality effects, in line with the traffic volume changes, which are not significant.

Documents

In order to support the Secretary of State's consideration of the application we enclose a hard copy of the following documents comprising the application. An electronic copy is also provided.

1. Application Statement incorporating environmental information.
2. Draft Amendment Order.
3. Copy of the original DCO with tracked changes to highlight the proposed amendments.
4. Application Notice.
5. Application to, and decision from, the Department for Transport permitting Highways England to carry out a targeted consultation.
6. Book of Plans (all new or revised plans necessary as a result of the proposed amendment).

The Consultation and Publicity Statement, as required by Regulation 7A of the 2011 Regulations, will follow after publication of the second Regulation 6 notice on 30 January 2019. This statement will confirm that Highways England has published the Application and consulted the specified persons in accordance with the requirements in Regulations 6 and 7 of the 2011 Regulations.

As you are aware, Highways England requested permission from the Secretary of State to carry out a targeted consultation. The Secretary of State has granted this request, meaning Highways England will write to c.300 interested parties, rather than c.3,000, to inform them that the non-material change application has been made.

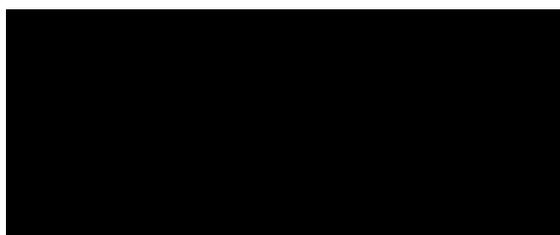
Application fee

We confirm that the application fee of £6,891 has been paid as required by Regulation 5 of the 2011 Regulations.

We would be grateful if you would please acknowledge safe receipt of this application.

If you have any questions or require further information please do contact stakeholder manager Jan Challis on [REDACTED] or via jan.challis@highwaysengland.co.uk, or senior project manager Mike Evans on [REDACTED] [REDACTED] or via mike.evans@highwaysengland.co.uk.

Yours sincerely

A large black rectangular redaction box covering the signature area.

David Bray

Project Director, A14 Cambridge to Huntingdon Improvement Scheme.

Proposed amendment to the A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (SI 2016 No.547).

Regulation 4(2) of the Infrastructure Planning (Changes to, and Revocation of, Development Consent Orders) Regulations 2011 – Compliance Checklist

Regulation 4(2)	Response
(a) Name and address of the applicant	Highways England Company Limited of Bridge House, 1 Walnut Tree Close, Guildford, GU1 4LZ.
(b) Name and address of an agent, if appointed	None
(c) The Secretary of State's reference for the development consent order to which the application relates	The A14 Cambridge to Huntingdon Improvement Scheme Development Consent Order 2016 (SI 2016 No.547). PINS ref TR010018.
(d) Details of the change being applied-for	The status of the A14 between Girton and New Ellington Junction, and the A1 between Alconbury and Brampton; both to be reclassified from trunk road to motorway. Further details of the proposed change are set out within the enclosed Application Statement.
(e) Any documents and plans considered necessary to support the application	The Application Statement Incorporating Environmental Information, Draft Amendment Order, Copy of the original DCO with Tracked Changes to highlight the amendments, Substitute Plans and Application Notice are enclosed. The Secretary of State is asked to confirm that these documents are sufficient for determination of the Application. The Consultation and Publicity Statement will follow in due course once the newspaper notices have been published.

Regulation 4(2)	Response
<p>(f) A statement that the applicant is either:</p> <ul style="list-style-type: none"> (i) the person who applied for the development consent order to which the application relates or a successor in title; (ii) a person with an interest in the land to which the development consent order relates; or (iii) any other person for whose benefit the development consent order has effect; 	<p>The original application was made by the Highways Agency, an executive agency of the Department for Transport, on behalf of the Secretary of State for Transport (SoS). At the time the Highways Agency was responsible for operating, maintaining and improving the strategic road network in England on behalf of the SoS.</p> <p>In 2015, after the application had been submitted but before a decision had been made, the Government transformed the Highways Agency into a government owned company named Highways England pursuant to provisions in the Infrastructure Act 2015. The Highways Agency ceased to exist and Highways England became the highway authority for the strategic road network as its successor body. Highways England is the named 'undertaker' under the DCO and, subject to some minor exceptions, has the sole benefit of the DCO.</p>
<p>(ff) The consultation and publicity statement referred to in regulation 7A</p>	<p>The Consultation and Publicity Statement will be provided following publication of the application notice for the second successive week on 30 January 2019.</p>
<p>(g) Details of the applicant's interest in the land</p>	<p>Highways England holds the freehold of the land.</p>
<p>(h) If requested by the Secretary of State, 3 paper copies of the application and other supporting documents and plans</p>	<p>One printed copy of the application and supporting documents and plans have been provided to the Department for Transport. Electronic copies have been provided to the Planning Inspectorate and the Department for Transport. Please advise if further paper copies are needed.</p>