

# A428 Black Cat to Caxton Gibbet improvements

TR010044

Volume 9

9.71 Applicant response to actions arising from Issue Specific  
Hearing 5

Planning Act 2008

Rule 8(1)(k)

Infrastructure Planning (Examination Procedure) Rules  
2010

December 2021

Infrastructure Planning

Planning Act 2008

**The Infrastructure Planning (Examination  
Procedure) Rules 2010**

**A428 Black Cat to Caxton Gibbet  
improvements**  
Development Consent Order 202[ ]

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**9.71 Applicant's response to actions arising from  
Issue Specific Hearing 5**

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<b>Regulation Reference:</b>	Rule 8(1)(k)
<b>Planning Inspectorate Scheme Reference</b>	TR010044
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<b>Author</b>	A428 Black Cat to Caxton Gibbet improvements Project Team, National Highways

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# 1 Applicant's Response to actions arising from Issue Specific Hearing 5

- 1.1.1 Following Issue Specific Hearing 5 (ISH5) which was held on Wednesday 1 December 2021 the Examining Authority (ExA) published a list of actions arising on 3 December 2021 which required a response or update at Deadline 6.
- 1.1.2 Of the actions identified a number were identified for the Applicant whilst others were directed to other interested parties.
- 1.1.3 The following table sets out only those actions directed to the Applicant and the Applicant's corresponding response. In some instances, as noted within the table, further discussions will take place with relevant parties after Deadline 6 and the Applicant will update the ExA at subsequent deadlines as appropriate.

**Table 1-1 Applicant's response to actions arising from Issue Specific Hearing 5**

Action No.	Action	Party	Response at Deadline 6
1.	Update to be provided on discussions regarding potential road space reallocation related design changes referred to by Cambridgeshire County Council (CCC) and Bedford Borough Council (BBC) in Agenda Item 3.	Applicant CCC BBC	Response required at Deadline 8.  The Applicant has commenced this task, which will be discussed with CCC and BBC ahead of submission at Deadline 8.
2.	Further modelling at M11 Junction 13 and Eltisley Junction to be undertaken and flow checks to be provided for Potton Road and Toseland Road for CCC. Update/ outcome to be submitted to Examination.	Applicant CCC	Response required at Deadline 8.  The Applicant has commenced this task, which will be discussed with CCC ahead of submission at Deadline 8.
3.	Biggleswade North traffic flows to be provided to Central Bedfordshire Council (CBC) for any comment.	Applicant CBC	The requested traffic flows were provided to CBC on 6 <sup>th</sup> December 2021.
4.	Positions of Local Highway Authorities (LHAs) and Applicant on how the Network Management Duty should be considered, at the wider network level or	Applicant LHAs	The Applicant and the LHA's each have a Network management duty to ensure the expeditious movement of traffic on road networks. National Highways (NH) is a strategic highways company, appointed by an Order in accordance

Action No.	Action	Party	Response at Deadline 6
	<p>the more granular detail of individual junctions, and providing relevant policy justification for any view.</p>		<p>with section 1 of the Infrastructure Act 2015.</p> <p>The Licence granted to NH by the Department of Transport confirms the legislative functions of NH as a strategic highways company as regards the areas and highways in respect of which it is appointed. It confirms that NH is appointed as the highway authority for the strategic road network. In complying with 4.2(c), and Part 6 of the Licence, National Highways must: “Establish and maintain a clear understanding of the pressures upon and impacts of its network at both a national and route level (including in the preparation of route strategies, as required at 5.13 [of the Licence]), and be aware of the actions needed to improve conditions for users, and manage or mitigate existing problems, to inform the future development and improvement of the network and its performance.” To fulfil this commitment National Highways extensively monitors the performance of its network using data collected from daily counters, manual counts and feedback from local authorities and its operational teams. The monitoring data and Post Opening Evaluations Data from major schemes is analysed to develop Route Strategies. The outputs of which drive study areas and form a key building block of National Highways’ future works programme. The Applicant fulfils its duty by monitoring, maintaining and improving the SRN. A free-flowing SRN supports the LHA by removing rat running and resulting congestion on local roads, as traffic transfers to the SRN. The Road Investment Strategy provides a robust framework of assessment that allows the identification of areas of need across the network, and allows the prioritisation of investment.</p> <p>This position is set out further in the Monitor and Manage Technical Note <b>[TR010044/EXAM/9.81]</b> submitted at Deadline 6.</p>

Action No.	Action	Party	Response at Deadline 6
5.	Detailed information on the Monitor and Manage process to be provided, in general and specifically in relation to the Proposed Development, including roles and responsibilities; funding for any necessary mitigation; how it would be secured and policy justification for respective positions.	Applicant LHAs	<p>Monitor and Manage is an approach undertaken by the Applicant in fulfilling its role as the Strategic Highway Authority. As such it will monitor the Strategic Road Network to identify future schemes that should be added to the Road Investment Strategy (RIS) programme. The expected impacts of highway schemes are evaluated by undertaking a Post Opening Project Evaluation. There is no requirement to intervene upon evaluation of the project, but the evaluation may provide recommendations for solutions, potentially included in further studies to inform the next Road Investment Strategy programme.</p> <p>The Licence granted to NH by the Department of Transport confirms that NH is appointed as the highway authority for the strategic road network only.</p> <p>Further information in relation to roles, responsibilities and funding options are set out in the Monitor and Manage Technical Note <b>[TR010044/EXAM/9.81]</b> submitted at Deadline 6.</p>
6.	Update on discussions regarding Toseland Road, Potton Road and B1046 including date for submission (within the Examination). A side-by-side comparison of the requested arrangement of CCC compared to the current proposal of the Applicant to be provided to the examination.	Applicant	<p>There has been no further discussion with Cambridgeshire County Council as local highway authority regarding the design of Toseland Road, Potton Road or the B1046 since the update given during Issue Specific Hearing 5 on 1 December 2021. Engagement with CCC is ongoing. And a meeting is scheduled for 14 December 2021. A further update will be provided by Deadline 8.</p> <p>A side by side cross section drawing is included as Appendix A of this document. This drawing illustrates the existing cross section of each road, alongside the Applicant's proposals for each and the CCC requested arrangement for each.</p>

Action No.	Action	Party	Response at Deadline 6
7.	Protective Provisions from East West Rail Company (EWR) and justification for them. Applicant's response, including any counter proposal and justification.	EWR Applicant	<p><b>Summary of East West Rail proposal:</b></p> <p>In spite of there being neither any existing East West Rail Co (EWR) apparatus to protect both now and at the anticipated date of decision for the A428 Order nor any section 127 status to consent the erection of such apparatus, EWR have maintained in oral submissions at ISH5 that it would be appropriate for the Applicant to provide protective provisions for and for the benefit of the EWR Scheme.</p> <p><b>Background of EWR and A428 Scheme development:</b></p> <p>EWR is in the very early design stage not yet having even announced a preferred route, prepared its preliminary design or consulted on that design. To date it has undertaken non statutory consultation with at least 5 different route alignments. In contrast, the Applicant has completed its preliminary design taking on board comments from consultation, completed its Environmental Impact Assessment (including setting its limits of deviation) and has commenced the detailed design stage for the A428 Scheme.</p> <p>In a PINS meeting note dated 2 September 2021 (publicly available on the PINS website), it is confirmed that EWR do not anticipate submitting their development consent order application until April 2023. Given the usual timeline to grant of consent, this would likely mean that EWR's scheme would not be granted consent, and therefore possess section 127 status, until August 2024 at the earliest if the current expected DCO application timetable is met. By which time the Applicant intends to have substantially progressed completion of construction of the A428 Scheme.</p> <p>The Applicant maintains its view that given the very early stage of the design for the EWR Scheme it is not possible for any design commitments to be sought for EWR within the A428</p>

Action No.	Action	Party	Response at Deadline 6
			<p>Scheme. The nature of the DCO process is such that by the time a scheme is in Examination there are certain elements required in order to provide certainty and control over the design but as a consequence of that certainty there is also a reduction in the ability to accommodate changes at a late stage. Therefore, it is the Applicant's view that it would be for the EWR Scheme design (when completed) to look for efficiencies based on the existing design of the A428 Scheme. There should not be an obligation on the A428 Scheme to redesign or make changes to incorporate a future design from EWR when that information is not currently available.</p> <p><b>Summary of reasons why the draft Protective Provisions provided by EWR would not be appropriate:</b></p> <p>The Applicant has now reviewed the EWR proposed Protective Provisions together with the Interface Agreement and is still of the view that these documents would be inappropriate to incorporate into the A428 Scheme. To illustrate this point, we have listed, by way of examples, some of the difficulties that would arise should the Protective Provisions be included in the A428 Order.</p> <ol style="list-style-type: none"> <li>1. The EWR proposed Protective Provisions make reference to triggers (for example, preferred route announcement, statutory consultation, etc) for different stages of the EWR Scheme. These triggers are unacceptable on the basis that there is a lack of detail and certainty at each stage. Until they have an Order made by the Secretary of State, EWR is not a Statutory Undertaker for the purposes of section 127 of the Planning Act 2008 (being "any person authorised to construct...any railway") and this is not likely to occur until August 2024 at the earliest, by which time construction of the A428 Scheme</li> </ol>



Action No.	Action	Party	Response at Deadline 6
			<p>will be well underway. On current timescales, the A428 Scheme is programmed to be open for traffic in Q2 2026, so even if the EWR Scheme secured consent and was able to discharge requirements to mobilise by December 2025, the A428 Scheme would be in its final 18 months of construction.</p> <p>2. The EWR proposed Protective Provisions require the Applicant to provide a significant amount of detail showing how the A428 Scheme will interact with the EWR Scheme. For example, the definition of 'specified work' contained within the EWR proposed Protective Provisions covers works that may adversely affect the EWR alignment. As this alignment is not yet known, and will not be known with any certainty until consent is granted for the EWR Scheme following a DCO application, it is impossible for the Applicant to commit to this. The potential interfaces are both unconfirmed and in potentially sensitive locations. Compliance with standards and the safety of the network needs to take precedence. It should be noted that the Applicant has been willing to commit to this provision for current statutory undertakers who have known apparatus already in existence (such as Network Rail Infrastructure Limited) but cannot commit to adapting the design in the future to an unknown extent, potentially at the risk of road safety.</p> <p>3. The Applicant has a fixed preliminary design and fixed limits of deviation. Therefore, its ability to facilitate any adaptations at the request of EWR are highly limited. The EWR proposed Protective Provisions require approval of works plans prior to 'specified works' (those which will likely affect the EWR Scheme) being undertaken.</p>

Action No.	Action	Party	Response at Deadline 6
			<p>This also allows specification of 'any adaptations' required in order to enable integration of the authorised works and the EWR Scheme. Furthermore, the Applicant would need to pay all expenses associated with adapting their scheme to facilitate EWR's Scheme. It would be far less difficult, costly and time consuming for EWR to adapt their developing scheme around the A428 existing scheme than for the A428 Scheme to be delayed in order to accommodate potential requirements from the EWR Scheme, which are not yet certain.</p> <p>4. Finally, having EWR's proposed Protective Provisions on the face of the Order would mean that a precedent would be set to allow any developer, regardless of statutory status, certainty of deliverability, certainty of proposal or detail would be entitled to seek protective provisions within a statutory instrument which holds criminal liability if not complied with. This would set a burdensome precedent on all future applicants (not least EWR themselves).</p> <p><b>The Applicant's counter proposal:</b></p> <p>As an alternative proposal, the Applicant would be willing to enter into a co-operation agreement with EWR incorporating the following matters:</p> <ol style="list-style-type: none"> <li>1. The parties agree to keep each other up to date in relation to the progress of each individual scheme.</li> <li>2. As the design of the EWR Scheme develops and becomes more certain, the parties will engage regularly with a view to identifying any efficiencies that may be found within the parameters of the A428 Scheme given its advanced stage of design development – the extent to which that will be possible is dependent on the level of progress which the EWR Scheme may</li> </ol>

Action No.	Action	Party	Response at Deadline 6
			<p>achieve relative to the A428 Scheme.</p> <p>3. EWR will seek the views of the A428 Project Team on any consultation material (either statutory or non-statutory) in advance of the consultation material being published with a view to considering and taking on board any comments from the A428 Project Team.</p> <p>Furthermore, should EWR's Scheme progress to consent, the relationship between the two schemes would be guided by Protective Provisions for the benefit of the A428 Scheme which would need to be contained within EWR's Order, as is correct sequentially, common and appropriate.</p>
8.	Camcycle representation made at Hearing to be provided to the Examination to include any points made in addition to those previously submitted.	Camcycle	N/A to the Applicant.
9.	Signposting to where in the application the various proposed signalised crossings are described. If considered to be ancillary works, full justification as to why this is the case, such as reference to other made Development Consent Orders and why a change request is not considered necessary.	Applicant	<p>The Applicant is proposing to provide signalised crossings at the following locations (shown on Sheets 9 and 14 of the General Arrangement drawings <b>[APP-011]</b>):</p> <p>Cambridge Road junction (Sheet 9 of <b>APP-011</b>):</p> <p>1. At the eastbound on slip-road approximately 20m east of the exit from the northern roundabout. 2. At the westbound off-slip road approximately 20m east of the entry to the southern roundabout</p> <p>Caxton Gibbet junction (Sheet 14 of <b>APP-011</b>):</p> <p>1. On the A1198 north of the junction, a crossing from the west side of the A1198 to the central refuge/splitter island.</p>

Action No.	Action	Party	Response at Deadline 6
			<p>2. On the A1198 north of the junction from the central refuge/splitter island to the east side of the A1198.</p> <p>3. On the eastbound on-slip road approximately 20m south east of the exit from the northern roundabout.</p> <p>4. On the westbound off-slip road approximately 10m east of the entry to the southern roundabout.</p> <p>5. Consideration is being given to provision of a signalised crossing of the A1198 approximately 45m south of the southern roundabout.</p> <p>The full details of the proposed pedestrian signalised crossings will be dealt with as part of the detailed design and therefore no change request is proposed. It should be noted that any changes made to pedestrian signalised crossings at the detailed design stage would not be of an order that would alter the conclusions reported in the Environmental Statement.</p> <p>Whilst the junction modelling has not included the proposed signal-controlled crossings, the daily NMU survey results show that the expected level of usage during the peak hours is likely to be very low. The inclusion of these crossings in the model is not anticipated to materially impact the operation of the junctions because the signal crossings will be activated infrequently.</p> <p>Specific reference to signal controlled junctions is not shown on the drawings, however, the design of the crossing points of the shared use footway/cycleways includes for the provision of signal controls.</p> <p>It is the Applicant's view that showing the locations of the signalised crossings on the plans is unnecessary at this stage. This approach is consistent across the majority of National Highways' made Orders to date. Our review has found only two Orders – the A14 Order and A585 Windy Harbour Order – as including specific reference</p>

Action No.	Action	Party	Response at Deadline 6
			<p>to signalised crossings. Most of National Highways' made Orders make no reference to signalised crossings and most commonly refer only to 'crossing facilities' in the description of associated development, reflecting the Applicant's approach in the draft Order for the Scheme. The made Orders which refer only to 'crossing facilities' as associated development and use substantially the same approach as the Applicant now adopts, are:</p> <ul style="list-style-type: none"> <li>(1) A30 Chiverton;</li> <li>(2) A160-A180;</li> <li>(3) A303 Sparkford;</li> <li>(4) A63 (Castle Street Improvement);</li> <li>(5) M20; and</li> <li>(6) M42 Junction 6.</li> </ul>
10.	Item 6b appendices error to be corrected	Applicant	<p>The Outline Construction Traffic Management Plan [TR010044/APP/7.4v3] has been updated to incorporate other comments and the order of the Appendices has been rectified.</p>
11.	Recent examples of how construction Heavy Goods Vehicles (HGV) movements have been included or estimated in other linear road Nationally Significant Infrastructure Projects.	Applicant	<p>A review of some other linear road schemes for Highways England (now National Highways) that have completed the DCO Examination process has found that none of the schemes provided details in a traffic management plan on the numbers of HGV that will use any specific logistics routes during the construction phase.</p> <p><b>A1 in Northumberland Morpeth to Ellingham</b> includes a Construction Traffic Management Plan within the application – this plan provides data on the overall tonnages of bulk materials that will be required for the project that will be delivered by HGVs. No details of the numbers of HGV that will use any particular route were included in the plan as these were to be determined by the Main Contractor once the source of materials had been confirmed.</p>

Action No.	Action	Party	Response at Deadline 6
			<p><b>A303 Sparkford to Ilchester Dualling</b> includes an Outline Traffic Management Plan but this document does not include any details of construction HGV movements. It states that the phasing of the works and how this will affect deliveries will be included in the detailed plan to be developed from the principles described in the Outline.</p> <p><b>M42 Junction 6 and the A14 Cambridge to Huntingdon Improvement Scheme</b> did not include either a Traffic Management Plan or an Outline Traffic Management plan in their applications.</p> <p>Construction HGVs have been taken into account in the Transport Assessment [APP-241] using data based on traffic likely to be generated at each work site, at each phase of the work. This process is described in section 9.3 of the Transport Assessment [APP-241] and reference is made there to Technical Note TN43 'Construction Modelling Assessment' which forms Appendix 9.1 of the Transport Assessment [APP-241].</p>
12.	<p>(a) CCC to confirm current status and details of proposal to restrict HGV traffic through Hilton.</p> <p>(b) Applicant to consider whether construction HGV traffic should be subject to route restriction through Hilton.</p>	CCC Applicant	<p>(a) For CCC to provide a response.</p> <p>(b) The Construction Traffic Restrictions drawing Sheet 2 shown in Appendix C of the Outline Construction traffic Management Plan [TR010044/APP/7.4v3] has been updated to include Hilton as a restricted route.</p>
13.	Item 6d - Clarification and justification of how monitoring of construction impacts will be undertaken. Details to be incorporated into the Monitor and Manage note (Point 5), albeit to be kept clearly distinct. Further details regarding contractual monitoring associated with construction HGV routing to	Applicant	The Applicants Monitor and Manage approach is used to support the fulfilment of its role under the terms of the licence granted by the Department for Transport. Network monitoring data and data from major schemes is analysed to develop Route Strategies. The outputs of which drive study areas and form a key building block of National Highways' future works programme. The Monitor and Manage approach is wider than effects

Action No.	Action	Party	Response at Deadline 6
	<p>be provided. Explanation as to how any baseline for monitoring purposes would be established</p>		<p>pertaining to a specific scheme and is distinct from the scheme commitment to monitoring construction phase traffic as stated in the OCTMP <b>[TR010044/APP/7.4]</b>.</p> <p>In advance of construction, the supply chain will be advised of the approved construction routes. Restricted routes for construction vehicles is contained within the OCTMP <b>[TR010044/APP/7.4]</b>.</p> <p>Proximity of the scheme to the SRN limits use of local roads by delivery vehicles.</p> <p>As the Scheme is still at a preliminary design stage, procurement and detailed logistics planning to determine which suppliers will be used to provide specific resource has not yet been determined. This will not be established until the detailed design and the detailed construction planning is in place.</p> <p>Where approved routes and haul roads utilise local roads to get from the SRN to site entrances, condition will be assessed by the Applicant prior to construction start and during works. The condition of these routes and plant crossing points will be assessed prior to the start of work and remediated to a similar or better condition once the Scheme is complete, or during works if so severe that more timely intervention is required. This is a commitment in section 3.3 and 3.5.7 of the Outline Construction Traffic Management Plan <b>[TR010044/APP/7.4]</b>.</p> <p>Monitoring of scheme construction vehicle traffic volumes will be included within the overall traffic monitoring on the SRN. This will take the form of CCTV review of traffic managed areas.</p> <p>Refer to the Monitor and Manage Technical Note <b>[TR010044/EXAM/9.81]</b> submitted at Deadline 6.</p>

Action No.	Action	Party	Response at Deadline 6
14.	<p>Explanation as to how and why Local Transport Note 1-20 should be embedded in the design principles document and the design of specific infrastructure associated with the Proposed Development. Possibly through a marked-up copy of the design principles document.</p> <p>Submission of Local Transport Note 1-20 to the Examination Library.</p>	<p>Camcycle</p> <p>CCC</p>	N/A to the Applicant.
15.	<p>What specific changes would be needed to particular parts of the Design Principles document, so as to affect the design of specific components of the Proposed Development. Marked up changes requested.</p>	Interested Parties (IPs)	The Applicant will respond to any points raised at Deadline 8.
16.	<p>Comparison information with other Nationally Significant Infrastructure Project linear road schemes, such as for the A14, in terms of consultation undertaken at detailed design stage.</p>	Applicant IPs	The Applicant has prepared the table in Appendix B to this document comparing the consultation requirements for detailed design found in other made highways Orders.
17.	<p>Joint position statement from CBC and the Applicant on the discussions regarding noise and mitigation measures, which also highlights 'Agreed' and 'Not Agreed' matters.</p>	Applicant CBC	<p>The Applicant refers to the Joint Position Statement with CBC and NH on discussions regarding noise and mitigation measures <b>[TR010044/EXAM/9.86]</b> submitted at Deadline 6.</p> <p>In addition to its discussions with CBC, the Applicant also wishes to make the Examining Authority aware of its continuing discussions and correspondence with Bedford Borough Council (BBC) specifically on the matter of predicted construction noise impacts, including at the proposed borrow pits which are included in Table 21 of the</p>

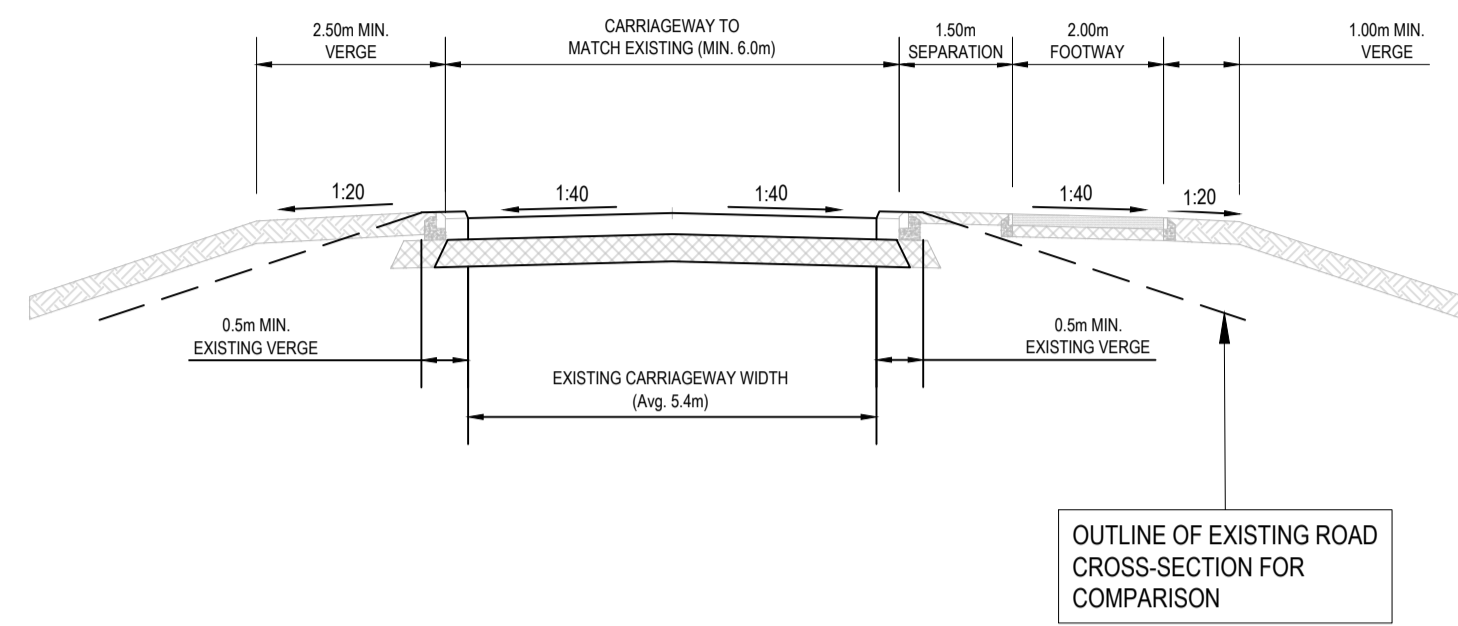


Action No.	Action	Party	Response at Deadline 6
			<p>Draft Statement of Common Ground with Bedford Borough Council [TR01004/EXAM/8.5] submitted at Deadline 6. The Applicant wishes to make the Examining Authority aware that the Applicant has continued to take steps throughout the Examination to resolve BBC's outstanding issues on these particular matters. This includes requests from the Applicant to BBC to set out outstanding concerns on construction noise and borrow pit matters, in addition to offering to meet with BBC to demonstrate the construction noise model used to predict construction noise impacts due to the Scheme. The Applicant awaits the response from BBC to these requests.</p>
18.	<p>Meeting between CBC and Applicant to discuss potential air quality mitigation measures for Sandy and a note summarising to be submitted to examination.</p>	Applicant CBC	<p>The Applicant has offered to meet with CBC. This will be arranged as soon as possible and a note summarising the discussion will be submitted at the next Examination deadline which follows any meeting held.</p>
19.	<p>Explanation as to which traffic model was used as the source for the air quality modelling assessment and rationale for that model's use instead of any other existing traffic model.</p>	Applicant	<p>The air quality assessment uses traffic data derived from the SATURN traffic model. This is because the air quality assessment covers a large area, where potential changes in traffic may occur. The SATURN model is a strategic transport model that provides national coverage with a more detailed focus on the area impacted by the Scheme. The spatial coverage is illustrated in Figure 3.2 of the Combined Modelling and Appraisal Report [APP-252]. The VISSIM models were developed to provide a more detailed assessment of local areas including junctions. Given the localised coverage of the VISSIM models that are intended to model specific local junctions a full evaluation of air quality effects on sensitive receptors over a wider area using VISSIM models is not possible. Additionally, the SATURN model includes traffic projections for the AM, inter peak and PM peak time periods.</p>

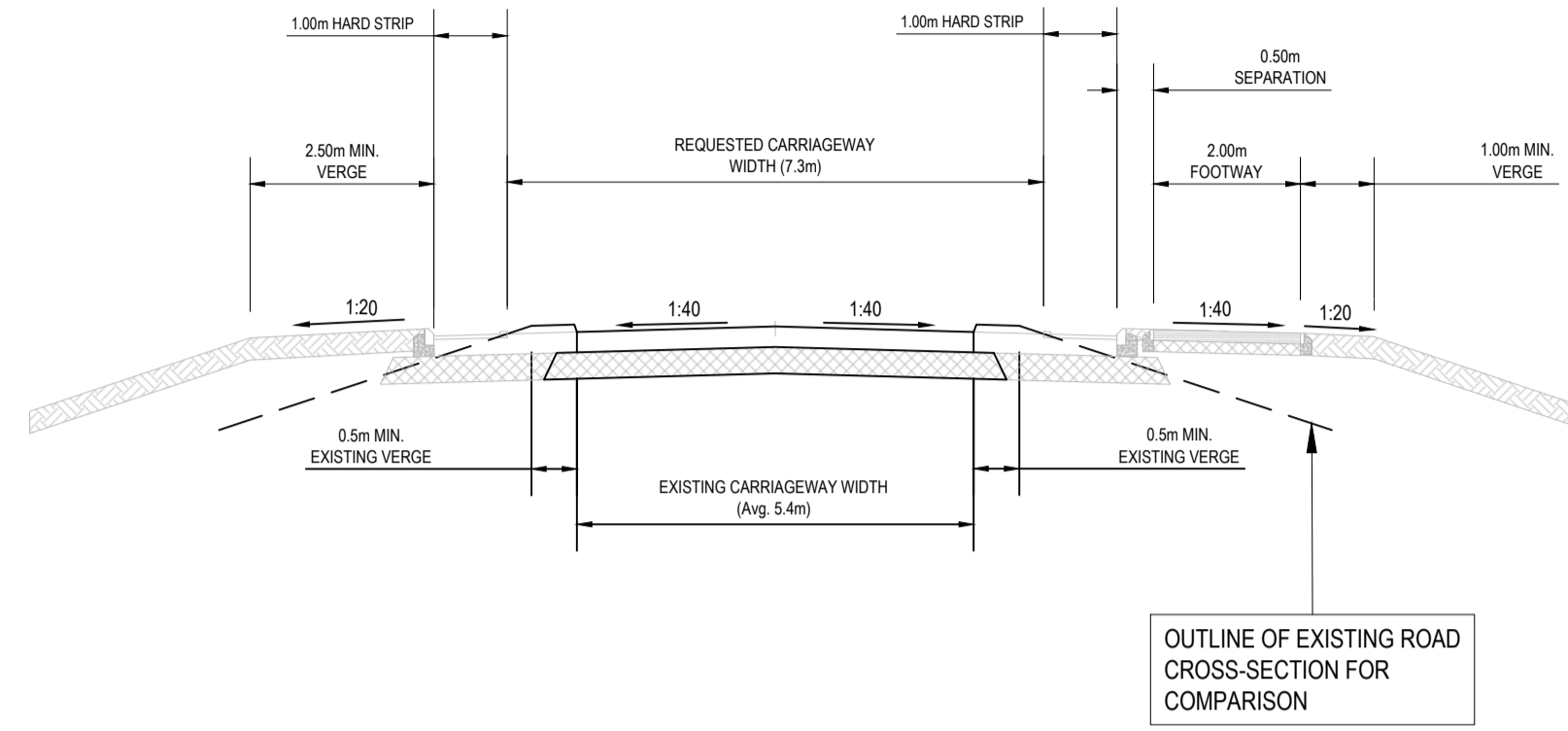
Action No.	Action	Party	Response at Deadline 6																																							
			<p>These can be factored to account for the full 24-hr period assessed for air quality. The VISSIM models only consider the AM and PM peak hours, which would be insufficient for the air quality assessment.</p> <p>In order to demonstrate the robustness of the SATURN on the A1 near Sandy, the modelled traffic flows were compared with the nearest available traffic monitoring site on the A1 to the south of Tempsford, just north of Sandy. The table below compares the modelled with the observed flows for the A1 south of the Tempsford Junction. This shows that modelled flows were all within 3% of observed flows across the 3 modelled time periods. This indicates a very good match between modelled and observed flows.</p> <table border="1"> <thead> <tr> <th>Time Period</th> <th>Dir</th> <th>Observed Flows (veh/hr)</th> <th>Modelled Flows (veh)</th> <th>Diff</th> <th>% Diff</th> </tr> </thead> <tbody> <tr> <td rowspan="2">AM</td> <td>NB</td> <td>1056</td> <td>1063</td> <td>7</td> <td>1%</td> </tr> <tr> <td>SB</td> <td>1032</td> <td>1046</td> <td>14</td> <td>1%</td> </tr> <tr> <td rowspan="2">IP</td> <td>NB</td> <td>932</td> <td>937</td> <td>6</td> <td>1%</td> </tr> <tr> <td>SB</td> <td>906</td> <td>926</td> <td>20</td> <td>2%</td> </tr> <tr> <td rowspan="2">PM</td> <td>NB</td> <td>1129</td> <td>1160</td> <td>30</td> <td>3%</td> </tr> <tr> <td>SB</td> <td>1033</td> <td>1047</td> <td>14</td> <td>1%</td> </tr> </tbody> </table>	Time Period	Dir	Observed Flows (veh/hr)	Modelled Flows (veh)	Diff	% Diff	AM	NB	1056	1063	7	1%	SB	1032	1046	14	1%	IP	NB	932	937	6	1%	SB	906	926	20	2%	PM	NB	1129	1160	30	3%	SB	1033	1047	14	1%
Time Period	Dir	Observed Flows (veh/hr)	Modelled Flows (veh)	Diff	% Diff																																					
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20.	A428 Non-Motorised User linear route (pre)feasibility report to include level of land take and whether deliverable within existing built highway.	CCC	N/A to the Applicant.																																							

## Appendix A: Action Point 6 - Side by Side Cross Sections

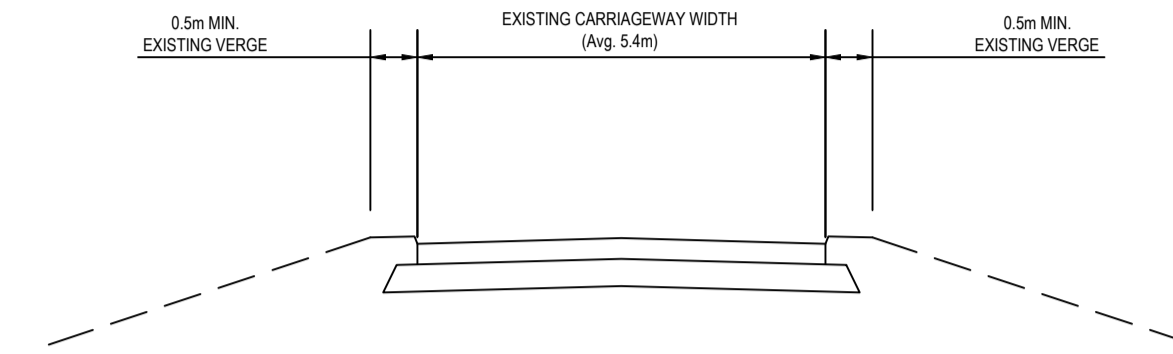
TOSELAND ROAD - SUBMITTED SCHEME PROPOSALS



TOSELAND ROAD - DMRB STANDARD PROPOSALS



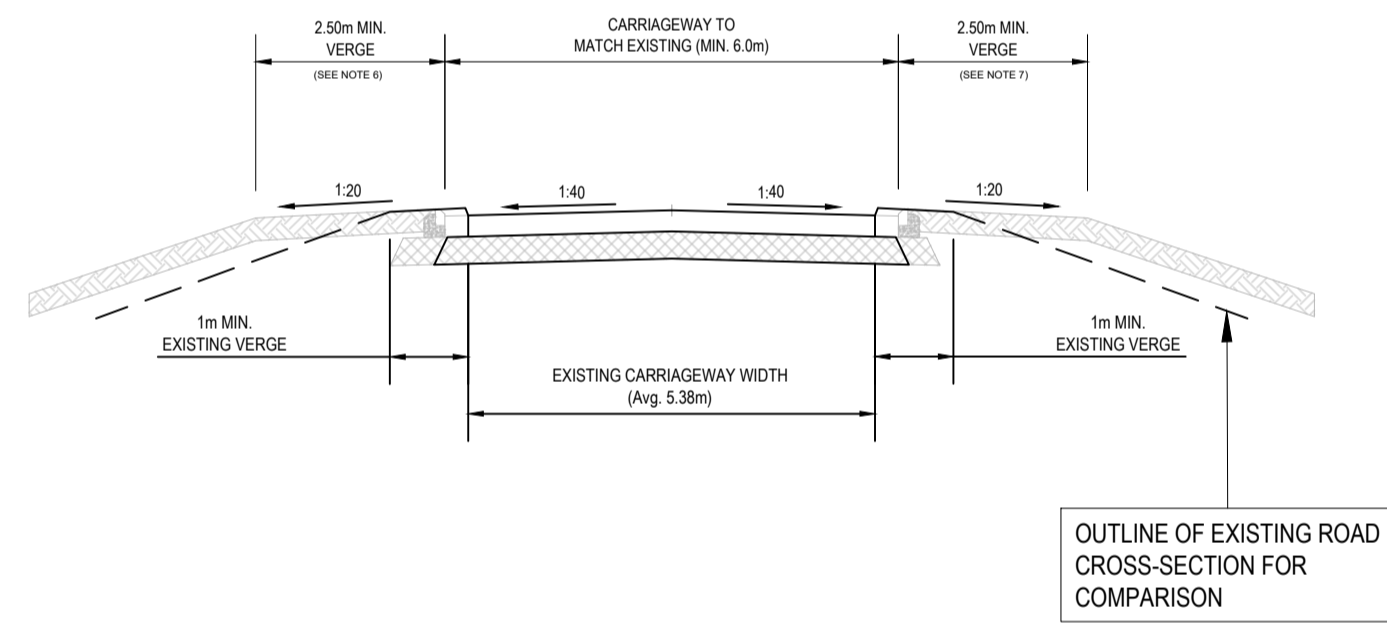
TOSELAND ROAD - EXISTING CROSS SECTION



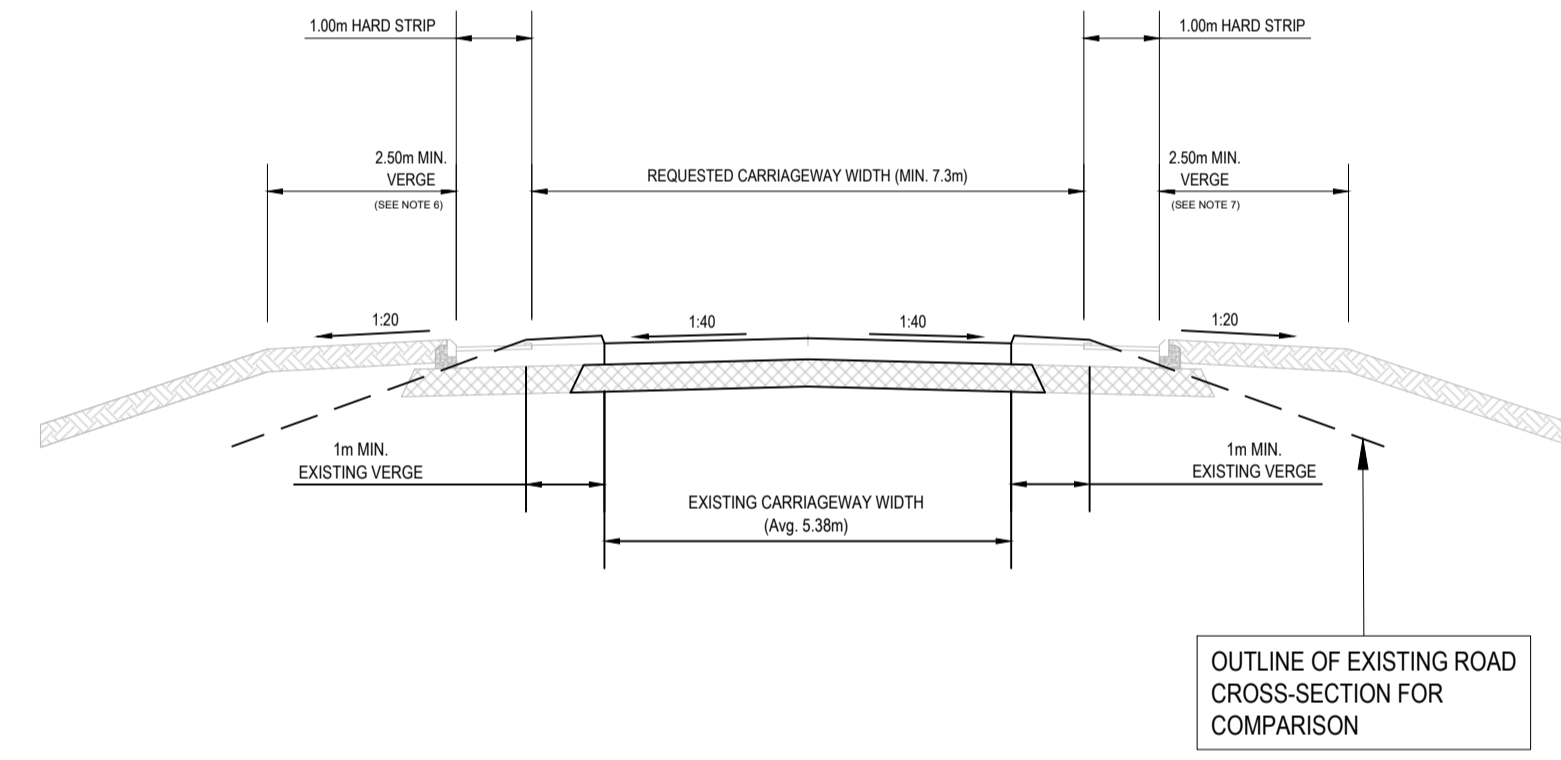
NOTES

- DO NOT SCALE FROM THIS DRAWING. USE ONLY PRINTED DIMENSIONS.
- ALL DIMENSIONS, CHAINAGES, LEVELS AND COORDINATES ARE IN METRES UNLESS DEFINED OTHERWISE.
- THIS DRAWING ILLUSTRATES THE TYPICAL CROSS-SECTION OF THE SIDE ROADS PROPOSED BY THE APPLICANT, AS WELL AS THE REQUEST MADE BY CAMBRIDGESHIRE COUNTY COUNCIL.
- EACH CROSS SECTION IS PRESENTED ALONGSIDE THE EXISTING CARRIAGEWAY WIDTHS AS A COMPARISON.
- KERBS ARE SHOWN INDICATIVELY AND ACTUAL EDGE TREATMENT MAY VARY.
- VERGE DIMENSIONS ARE MINIMUM VALUES. WIDTHS MAY NEED TO BE LOCALLY WIDENED TO PROVIDE ADEQUATE FORWARD VISIBILITY.
- EXISTING EARTHWORKS (INDICATED BY DASHED BLACK LINES) ARE INDICATIVE ONLY.

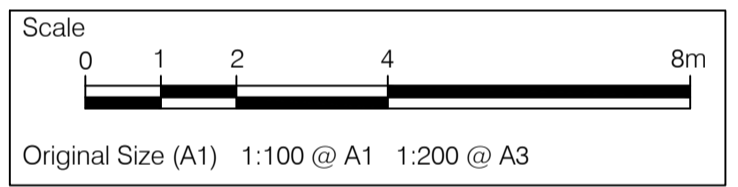
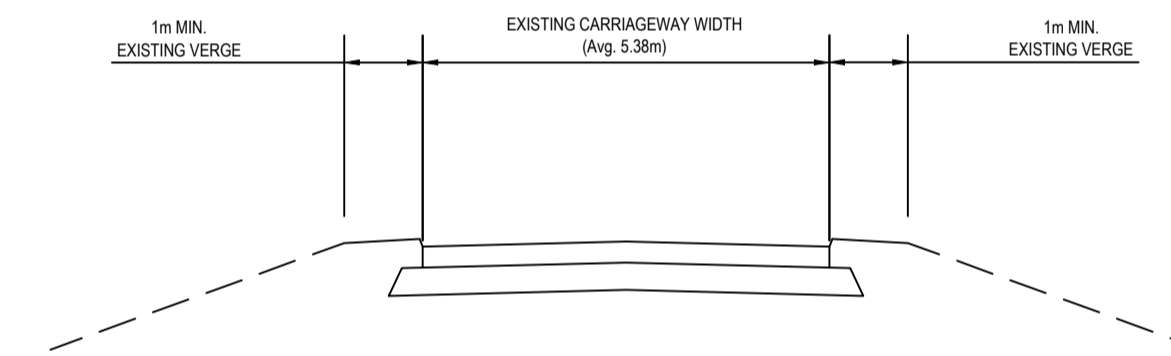
B1046 - SUBMITTED SCHEME PROPOSALS



B1046 - DMRB STANDARD PROPOSALS



B1046 - EXISTING CROSS SECTION



First Issue	JT	13/12/21	PO1
By	PS	Date	Suffix
Check			

Purpose of issue

DCO EXAMINATION

Client  
National Highways  
Woodlands  
Manton Lane  
Manton Industrial Estate  
Bedford  
MK41 7LW

Working on behalf of  
**national highways**

Project Title

A428 BLACK CAT TO CAXTON GIBBET IMPROVEMENTS

Drawing Title  
CAMBRIDGESHIRE COUNTY COUNCIL SIDE ROAD CROSS SECTION COMPARISONS

Designed JT	Drawn JT	Checked JW	Approved PS	Date 13/12/21
Internal Project No. 60541541	Suitability D9	Zone General		

Scale @ A1  
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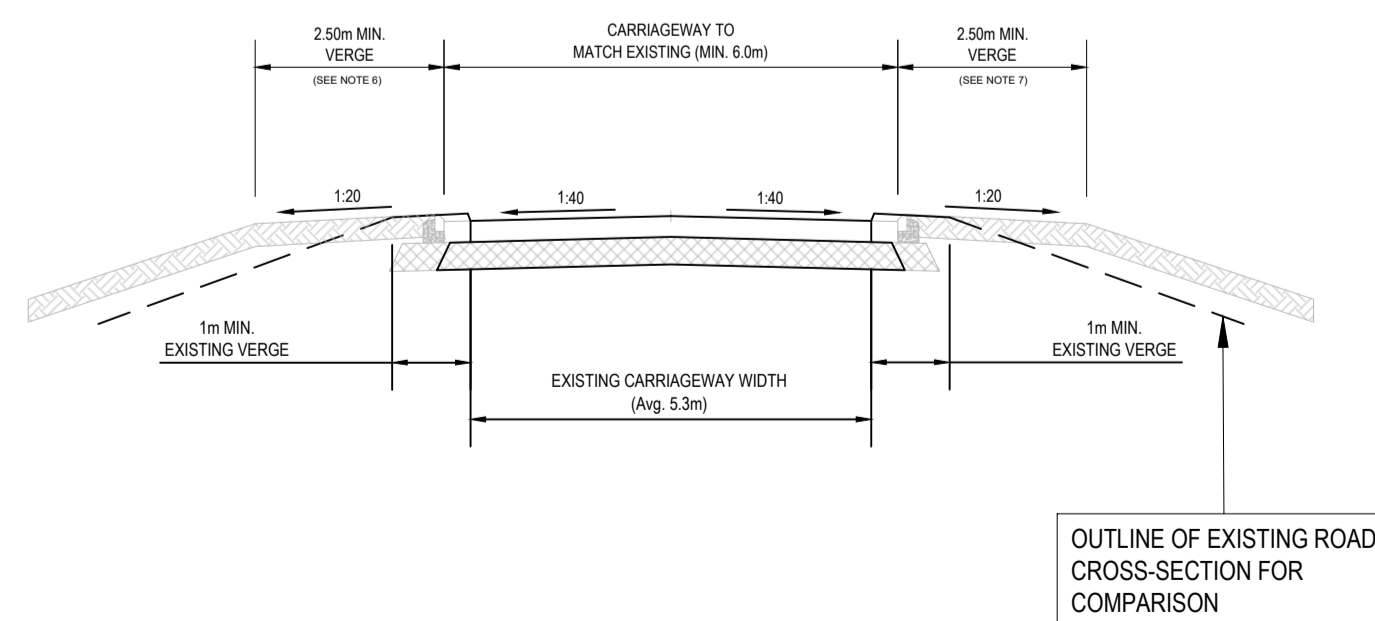
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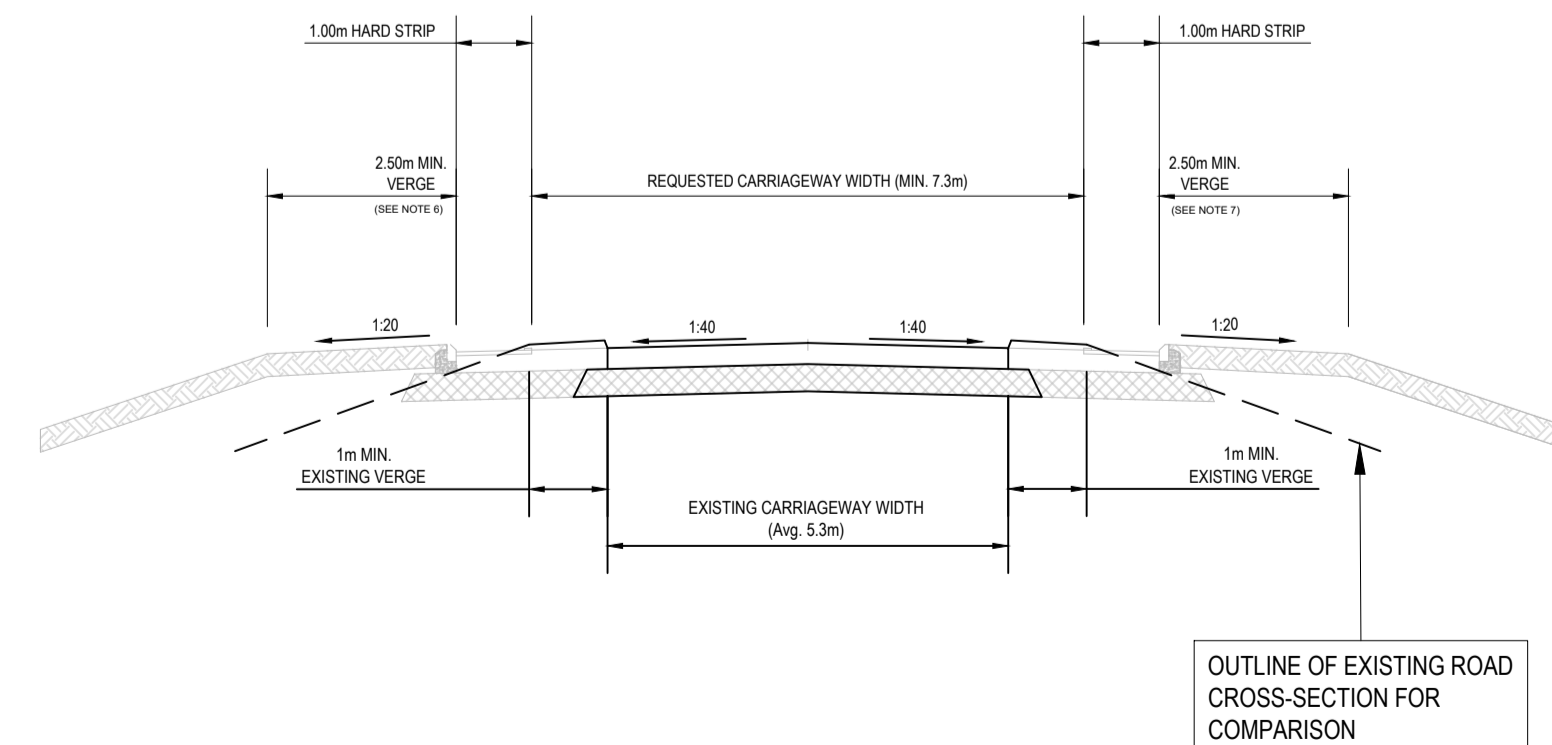
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Drawing Number National Highways PIN HE551495 -ACM -HSR - GEN_SW_Z_ZZ -DR -CH-0013	1 Originator 1 Volume	Rev P01
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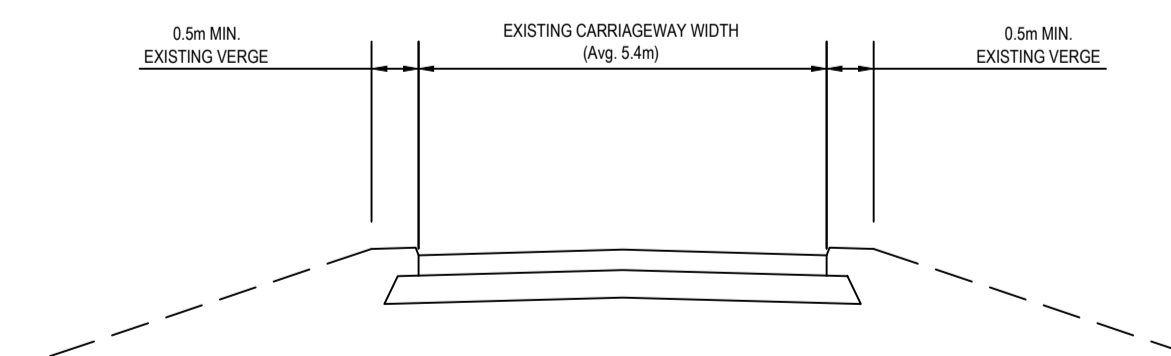
POTTON ROAD - SUBMITTED SCHEME PROPOSALS



POTTON ROAD - DMRB STANDARD PROPOSALS



POTTON ROAD - EXISTING CROSS SECTION



Plot Date: 13 December 2021 17:17:36  
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## Appendix B: Action Point 16 – Comparison of consultation requirements for detailed design found in other made highways Orders.

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
A1 Birtley to Coal House Improvement Scheme made 19 January 2021	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p><del>"Detailed design – general design requirements</del> <b>Design</b></p> <p><u>12.—(1) The detailed design for the authorised development must accord with:</u></p> <p><u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the engineering drawings and sections unless otherwise agreed in</del></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p><b>"Detailed design – general design requirements</b></p> <p>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters related to its functions,</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p><b>"Detailed Design</b></p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO [TR010044/APP/3.1 v 4] and requirement 3(1) of the A1 Birtley to Coal House Improvement Scheme (A1) slightly differ in terminology both (on the whole) follow the same processes and stages in relation to the development and implementation of the scheme's detailed design.</p> <p>However, the A1 Scheme also includes the following specific design elements:</p> <ol style="list-style-type: none"> <li>1. Design of gas transfer buildings –which appears to be a scheme specific exception relating to existing planning permissions that effect the development site and buildings specific to the site (gas transfer building) that need to be demolished.</li> <li>2. Design of gantries – while the A428 Scheme does have gantries, this additional specification was added into</li> </ol>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p>writing by the Secretary of State following consultation with the relevant <del>planning local</del> authority on matters related to <del>its their</del> functions, provided that the Secretary of State is satisfied that any amendments <del>to the engineering drawings and sections showing departures from the preliminary scheme design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>engineering drawings and plans or</del> sections and the undertaker must make those amended details available in electronic form for inspection by members of the public.:"</p> <p><del>Design of gas transfer buildings</del></p> <p><del>(3) Except where carried out in accordance with the approved details submitted to comply with a condition issued by Gateshead Council on 4 March 2020 under reference</del></p>	<p>provided that the Secretary of State is satisfied that any amendments to the engineering drawings and sections showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding engineering drawings and sections and the</p>	<p>environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the</p>	<p>the Requirement in order to protect specific visual impacts on the Angel of the North and is, therefore, not needed for the A428 Scheme.</p> <p>3. Design of Structures – the design of structures for the A428 Scheme is controlled through the scheme design approach and design principles document <b>[REP3-014]</b>, for which comments are invited by the Applicant during this Examination period.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>DC/20/00059/N1 no part of Work No. 10 or 12 may commence until the details of the layout, scale and external appearance (including materials which are proposed to be used and proposed finishes) of the above ground structures comprised in Work Nos. 10 and 12 have been submitted to and approved by the Secretary of State in consultation with the relevant planning authority. The approved details must not give rise to any materially new or materially different environmental effects in comparison to the approved details submitted to comply with a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/N1.</del></p> <p><del>(4) Work Nos. 10 and 12 shall be constructed in accordance with the approved details submitted to comply with a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/N1 or otherwise in accordance with the details approved under sub-paragraph (3).</del></p> <p><del>(5) No part of Work No. 12 may be commenced by the undertaker until a scheme</del></p>	<p>undertaker must make those amended details available in electronic form for inspection by members of the public.</p> <p><i>Design of gas transfer buildings</i></p> <p>(3) Except where carried out in accordance with the approved details submitted to comply with a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/N1 no part of Work No. 10 or 12 may commence until the details of the layout, scale and external appearance (including materials which are proposed to be used and proposed finishes) of the</p>	<p>environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	



Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>for the demolition of the existing gas transfer building (including the timescale for such demolition) has been submitted to and approved by the Secretary of State in consultation with the relevant planning authority. The demolition of the existing gas transfer building shall be carried out in accordance with the approved scheme.</del></p> <p><del>(6) Without prejudice to article 6 (planning permission), nothing in sub-paragraphs (3) to (5) shall restrict Northern Gas Networks Limited from undertaking works authorised by a separate grant of planning permission or authorised in terms of the Town and Country Planning (General Permitted Development) (England) Order 2015(a).</del></p> <p><i>Design of gantries</i></p> <p><del>(7) No gantries shall be erected within the areas identified on the works plans as proposed new gantry areas until a signage strategy for the provision of signage in those areas (including the design and height of supporting gantries) has been submitted to and approved by the Secretary of State, in</del></p>	<p>above ground structures comprised in Work Nos. 10 and 12 have been submitted to and approved by the Secretary of State in consultation with the relevant planning authority. The approved details must not give rise to any materially new or materially different environmental effects in comparison to the approved details submitted to comply with a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/NI.</p> <p>(4) Work Nos. 10 and 12 shall be constructed in accordance with the</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>consultation with the relevant planning authority. The signage strategy shall consider or take account of—</del></p> <p><del>(a) any replacement of the Design Manual for Roads and Bridges Interim Advice Note 144/16 Directional Signs on Motorway and All-Purpose Trunk Roads: Grade Separated</del></p> <p><del>Junctions and the need to relocate signs in the verge in place of super span gantries;</del></p> <p><del>(b) the use of single span gantries or cantilever gantries in substitution for super span gantries.</del></p> <p><del>(c) the potential impact of the gantries on the setting of the Angel of the North; and</del></p> <p><del>(d) the safety of road users, public safety in general, the need for directional signage and the safety of maintenance operatives.</del></p> <p><del>(8) The authorised development shall be constructed in accordance with the approved signage strategy.</del></p>	<p>approved details submitted to comply with a condition issued by Gateshead Council on 4 March 2020 under reference DC/20/00059/NI or otherwise in accordance with the details approved under sub-paragraph (3).</p> <p>(5) No part of Work No. 12 may be commenced by the undertaker until a scheme for the demolition of the existing gas transfer building (including the timescale for such demolition) has been submitted to and approved by the Secretary of State in consultation with the relevant planning authority. The demolition</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>(9) Notwithstanding the terms of sub-paragraph (7), once the gantries have been erected in accordance with the approved signage strategy, the maintenance and, if necessary, replacement of the gantries shall be undertaken by the undertaker in accordance with the powers and duties of the 1980 Act. The carrying out of such maintenance and replacement in accordance with the 1980 Act shall not constitute a breach of this Order provided that such maintenance or replacement does not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</del></p> <p><i>Design of structures</i></p> <p><del>(10) No part of Work No. 5a other than ground treatment, piling, abutments and supporting piers is to be constructed until a scheme for the following elements of the design of the bridge deck forming part of that work have been submitted to and approved in writing by the Secretary of State, following consultation</del></p>	<p>of the existing gas transfer building shall be carried out in accordance with the approved scheme.</p> <p>(6) Without prejudice to article 6 (planning permission), nothing in sub-paragraphs (3) to (5) shall restrict Northern Gas Networks Limited from undertaking works authorised by a separate grant of planning permission or authorised in terms of the Town and Country Planning (General Permitted Development) (England) Order 2015(a).</p> <p><i>Design of gantries</i></p> <p>(7) No gantries shall be erected within the areas identified on the works</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>with the relevant planning authority, in relation to—</del></p> <p><del>(a) the colour scheme for the bridge beams;</del></p> <p><del>(b) the use of sustainable materials;</del></p> <p><del>(c) the parapet systems compliant with operational highway and railway requirements; and</del></p> <p><del>(d) soffits other than the design as shown on the engineering drawings and sections or which mirrors the existing Allerdene Bridge.</del></p> <p><del>(11) Work No. 5a shall be constructed in accordance with the approved details.</del></p> <p><del>(12) In this requirement—</del></p> <p><del>“cantilever gantry” means a gantry which spans a single carriageway with the support located</del></p> <p><del>in the verge of the carriageway only;</del></p> <p><del>“single span gantry” means a portal gantry which spans a single carriageway of a dual</del></p>	<p>plans as proposed new gantry areas until a signage strategy for the provision of signage in those areas (including the design and height of supporting gantries) has been submitted to and approved by the Secretary of State, in consultation with the relevant planning authority. The signage strategy shall consider or take account of—</p> <p>(a) any replacement of the Design Manual for Roads and Bridges Interim Advice Note 144/16 Directional Signs on Motorway and All-Purpose Trunk Roads: Grade Separated</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>carriageway with one support located in the central reserve and the other support in the verge of the carriageway which it crosses; and</del></p> <p><del>"super span gantry" means a portal gantry which spans both carriageways of a dual carriageway with the supports located in the verges of each respective carriageway."</del></p>	<p>Junctions and the need to relocate signs in the verge in place of super span gantries;</p> <p>(b) the use of single span gantries or cantilever gantries in substitution for super span gantries.</p> <p>(c) the potential impact of the gantries on the setting of the Angel of the North; and</p> <p>(d) the safety of road users, public safety in general, the need for directional signage and the safety of maintenance operatives.</p> <p>(8) The authorised development shall be constructed in accordance with the</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>approved signage strategy.</p> <p>(9) Notwithstanding the terms of sub-paragraph (7), once the gantries have been erected in accordance with the approved signage strategy, the maintenance and, if necessary, replacement of the gantries shall be undertaken by the undertaker in accordance with the powers and duties of the 1980 Act. The carrying out of such maintenance and replacement in accordance with the 1980 Act shall not constitute a breach of this Order provided that such maintenance or</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>replacement does not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p><i>Design of structures</i></p> <p>(10) No part of Work No. 5a other than ground treatment, piling, abutments and supporting piers is to be constructed until a scheme for the following elements of the design of the bridge deck forming part of that work have been submitted to and approved in writing by the Secretary of State, following consultation with the relevant</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>planning authority, in relation to—</p> <p>(a) the colour scheme for the bridge beams;</p> <p>(b) the use of sustainable materials;</p> <p>(c) the parapet systems compliant with operational highway and railway requirements; and</p> <p>(d) soffits other than the design as shown on the engineering drawings and sections or which mirrors the existing Allerdene Bridge.</p> <p>(11) Work No. 5a shall be constructed in accordance with the approved details.</p>		



Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		(12) In this requirement— “cantilever gantry” means a gantry which spans a single carriageway with the support located in the verge of the carriageway only; “single span gantry” means a portal gantry which spans a single carriageway of a dual carriageway with one support located in the central reserve and the other support in the verge of the carriageway which it crosses; and “super span gantry” means a portal gantry which spans both carriageways of a dual		

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		carriageway with the supports located in the verges of each respective carriageway."		
A19 Downhill Lane Junction Improvement Made 16 July 2020	<p><b>SCHEDULE 2, REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed <del>design</del>Design</p> <p><u>12.—(1) The detailed design for the authorised development must accord with:</u></p> <p><u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme</del></p>	<p><b>SCHEDULE 2, REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed design</p> <p>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters</p>	<p><b>SCHEDULE 2, REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed Design</p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of the A19 Downhill Lane Junction Improvement slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and implementation of the scheme's detailed design.</p> <p>However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>design shown on the engineering drawings and sections</del> unless otherwise agreed in writing by the Secretary of State following consultation with the relevant <del>planning local</del> authority on matters related to <del>its their</del> functions, provided that the Secretary of State is satisfied that any amendments <del>to the engineering drawings and sections showing departures from the preliminary scheme design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>engineering drawings and plans or</del> sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>related to its functions, provided that the Secretary of State is satisfied that any amendments to the engineering drawings and sections showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding engineering drawings</p>	<p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>and sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
M42 Junction 6 Improvement Made 21 May 2020	<p><b>SCHEDULE 2, REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed <del>design</del>Design"</p> <p><u>12.—(1) The detailed design for the authorised development must accord with:</u></p> <p><u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>3.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the general arrangement plans, works plans and the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant</del></p>	<p><b>SCHEDULE 2, REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed design"</p> <p>3.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the general arrangement plans, works plans and the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority and local highway authority on matters related to their</p>	<p><b>SCHEDULE 2, REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed Design"</p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of the M42 Junction 6 Improvement ("M42 Scheme") slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and implementation of the scheme's detailed design.</p> <p>However, the A428 Scheme additionally requires principles of the environmental masterplan and the design principles to be followed when developing the detailed design.</p> <p>A further difference between the two is that requirement 3(2) of the M42 scheme prohibits amendments to the detailed design that relate to that scheme's proximity to Birmingham Airport which is not applicable to the A428 Scheme.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>planning authority and local highway authority</del> on matters related to their functions <del>and</del> provided that the Secretary of State is satisfied that any amendments <del>to the general arrangement plans, works plans and the engineering drawings and sections showing departures from the preliminary scheme design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p><del>(2) The Secretary of State must not approve any amended details under sub-paragraph (1) that exceed the maximum vertical limits of deviation shown on the works plans and on the engineering drawings and sections within the Airport safeguarding zone, unless the Secretary of State, following consultation with Birmingham Airport Limited, is satisfied that a deviation in excess of those limits would not adversely affect the safety of aircraft taking off or landing at, or flying in the vicinity of, Birmingham Airport or result in significant</del></p>	<p>functions and provided that the Secretary of State is satisfied that any amendments to the general arrangement plans, works plans and the engineering drawings and sections showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) The Secretary of State must not approve any amended details under sub-paragraph (1) that exceed the maximum vertical limits of deviation shown on</p>	<p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>operational limitations being imposed on Birmingham Airport.</del></p> <p><del>(3)</del>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>general arrangement plans, works</del> plans or <del>engineering drawings and</del> sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>the works plans and on the engineering drawings and sections within the Airport safeguarding zone, unless the Secretary of State, following consultation with Birmingham Airport Limited, is satisfied that a deviation in excess of those limits would not adversely affect the safety of aircraft taking off or landing at, or flying in the vicinity of, Birmingham Airport or result in significant operational limitations being imposed on Birmingham Airport.</p> <p>(3) Where amended details are approved by the Secretary of State under sub-paragraph (1),</p>	<p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		those details are deemed to be substituted for the corresponding general arrangement plans, works plans or engineering drawings and sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."		
A585 Windy Harbour to Skippool Improvement Scheme made 09 April 2020	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed designDesign</b> <u>12.—(1) The detailed design for the authorised development must accord with:</u> <u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings: and</u>	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed design</b> 3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed Design</b> 12.—(1) The detailed design for the authorised development must accord with:	Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of A585 Windy Harbour to Skippool Improvement Scheme slightly differ in terminology both follow (on the whole) the same processes and stages in relation to the development and implementation of the scheme's detailed design.  However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan



Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the works plans and engineering drawings and sections</del> unless otherwise agreed in writing by the Secretary of State following consultation with the relevant <u>planning local</u> authority on matters related to <del>its</del> <u>their</u> functions, provided that the Secretary of State is satisfied that any amendments <del>to the works plans and engineering drawings and sections showing departures from the preliminary scheme design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted</p>	<p>the works plans and engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters related to its functions, provided that the Secretary of State is satisfied that any amendments to the works plans and engineering drawings and sections showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those</p>	<p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their</p>	<p>and the design principles when developing the detailed design.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p>for the corresponding <del>works plans and engineering drawings and or</del> sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>reported in the environmental statement.            (2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding works plans and engineering drawings and sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.            (2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended</p>	

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
			details available in electronic form for inspection by members of the public."	
A63 Castle Street Improvement-Hull scheme made 28 May 2020	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed <del>design</del><u>Design</u></p> <p><del>3.—(1) The</del> <u>12.—(1) The detailed design for the</u> authorised development must <u>accord with:</u></p> <p><del>be designed in detail and carried out in accordance with (a)</del> the preliminary scheme design shown on the <u>works plans, the general arrangement plans and the engineering section drawings;</u> and <del>sections</del></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed design</p> <p>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed Design</p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of A63 Caslte Street Improvement – Hull Scheme slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and implementation of the scheme's detailed design.</p> <p>However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant <del>planning</del><u>local</u> authority on matters related to <del>its</del><u>their</u> functions, provided that the Secretary of State is satisfied that any amendments <del>to the engineering drawings and sections showing departures from the preliminary scheme design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>engineering drawings and plans or</del> sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>consultation with the relevant</p> <p>planning authority on matters related to its functions, provided that the Secretary of State is satisfied that any amendments to the engineering drawings and sections showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed</p>	<p>engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>to be substituted for the corresponding engineering drawings and sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
<p>A30 Chiverton to Carland Cross Scheme            Made 06 February 2020</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  <b>"Detailed design</b>  <u>12.—(1) The detailed design for the authorised development must accord with:</u>  <u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u>  <u>(b) the principles set out in the environmental masterplan; and</u>  <u>(c) the design principles set out in the scheme design approach and design principles.</u>  <del>12.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the general arrangement and section plans, unless otherwise agreed in writing by the Secretary of State following consultation with the relevant <u>planning local</u> authority, <u>the local</u></del></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  <b>"Detailed design</b>            12.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the general arrangement and section plans, unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority, the local highway authority and the Defence Infrastructure</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  <b>"Detailed Design</b>            12.—(1) The detailed design for the authorised development must accord with:            (a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and            (b) the principles set out in the environmental masterplan; and</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 12(1) of A30 Chiverton to Carland Cross Scheme slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and implementation of the scheme's detailed design.             However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>highway authority and the Defence Infrastructure Organisation</del> on matters related to their functions <del>and</del> provided that the Secretary of State is satisfied that any amendments <del>to the works plans and the general arrangement and section plans showing departures from the preliminary design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>works plans or general arrangement and section plans sections</del> and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>Organisation on matters related to their functions and provided that the Secretary of State is satisfied that any amendments to the works plans and the general arrangement and section plans showing departures from the preliminary design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the</p>	<p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>corresponding works plans or general arrangement and section plans and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	



Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
A303 Sparkford to Ichester Dualling made 29 January 2021	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed <del>design</del> <u>Design</u></p> <p>12.—(1) <del>No part of <u>The detailed design for</u> the authorised development <u>is to commence until the detailed design of that part has, after consultation with the Defence Infrastructure Organisation, the relevant planning authority and local highway authority on matters related to their functions, been approved in <u>must accord with:</u></u></del></p> <p><del>writing by the Secretary of State.</del></p> <p><del>(2) The details to be approved under this requirement must include—</del></p> <p><del>(a) plans, with annotations where required, showing the limits of responsibility for the operational maintenance of any work and which person or body is responsible for maintaining any part;</del></p> <p><del>(b) a signage strategy for the authorised development, including two information boards in the vicinity of the authorised development</del></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed design</p> <p><b>12.—(1)</b> No part of the authorised development is to commence until the detailed design of that part has, after consultation with the Defence Infrastructure Organisation, the relevant planning authority and local highway authority on matters related to their functions, been approved in writing by the Secretary of State.</p> <p>(2) The details to be approved under this</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed Design</p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p>	<p>Requirement 12(1) of the A303 Sparkford to Ichester Dualling scheme (A303 Scheme) requires the SoS's approval, after consultation with the Defence Infrastructure Organisation, the relevant planning authority and local highway authority, of the detailed design before commencement of the authorised development can occur.</p> <p>The Applicant considers that this is not appropriate for the A428 Scheme because the preliminary scheme design is at a far more developed stage than was the case for the A303 Scheme.</p> <p>Requirement 12(3) of the A303 Sparkford to Ichester Dualling scheme requires the applicant to provide details of protective works to listed buildings that would change or alter the listed features in any manner which would affect its character as a building of special architectural or historic interest.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>and which are accessible by the public to set out the history of the road; and</del></p> <p><del>(c) the width and limitations of any public rights of way which are created or altered by this Order.</del></p> <p><del>(3) Where protective works under article 21 are required to a listed building within the meaning of the Planning (Listed Buildings and Conservation Areas) Act 1990(a), and such works would cause or require to be caused permanent change or alteration of the listed features in any manner which would affect its character as a building of special architectural or historic interest, the protective works must be set out in the detailed design submitted under sub-paragraph (1) and consultation on the relevant details must be undertaken with the Historic Buildings and</del></p> <p><del>Monuments Commission for England in addition to the bodies listed in sub-paragraph (1).</del></p> <p><del>(4) Following approval of detailed design under sub-paragraph (1), the undertaker may;</del></p>	<p>requirement must include—</p> <p>(a) plans, with annotations where required, showing the limits of responsibility for the operational maintenance of any work and which person or body is responsible for maintaining any part;</p> <p>(b) a signage strategy for the authorised development, including two information boards in the vicinity of the authorised development and which are accessible by the public to set out the history of the road; and</p> <p>(c) the width and limitations of any public rights of way which are</p>	<p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	<p>Requirement 12(3) also requires consultation with Historic Buildings and Monuments Commission for England. The A428 has a specific requirement that address the impacts on Brook Cottages as a listed building (Requirement 16).</p> <p>Assessment of the detailed design on the A428 Scheme is being carried out now. This is earlier than the A303, which gives an opportunity for parties to comment at this stage which was not available on the A303 Scheme. The scheme design approach and design principles document is an additional document that further sets out the parameters of the detailed design. These two additional provisions mean detailed design on the A428 Scheme is more certain at this stage than for other made highways DCOs. Therefore, the additional provisions contained within the A303 made Order are not required.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>after further consultation with the relevant planning authority and local highway authority on matters related to their functions, submit in writing amended detailed design for any part of the authorised development to the Secretary of State.</del></p> <p><del>(5) The details to be approved under sub-paragraph (1) or any subsequent amendment of those details approved under sub-paragraph (4) may depart from (a)</del> the preliminary scheme design shown on the works plans, <u>the general arrangement plans</u> and the engineering section drawings <del>only where;</del> <u>and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><u>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that</u> the Secretary</p>	<p>created or altered by this Order.</p> <p>(3) Where protective works under article 21 are required to a listed building within the meaning of the Planning (Listed Buildings and Conservation Areas) Act 1990(a), and such works would cause or require to be caused permanent change or alteration of the listed features in any manner which would affect its character as a building of special architectural or historic interest, the protective works must be set out in the detailed design submitted under sub-paragraph (1) and consultation on the</p>	<p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p>of State is satisfied that <del>departures from the preliminary scheme design</del> <u>any amendments</u> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p><del>(6)(2)</del> Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the <del>approved details</del>, corresponding <del>works plans or engineering section drawings sections</del> and the undertaker must make those amended details available in electronic form for inspection by members of the public <del>and must be notified by means of "</del> <u>electronic transmission to the Environment Agency, the local highway authority, the relevant planning authority, and where works relate to the Hazlegrove House Registered Park and Garden, the Historic Buildings and Monuments Commission for England."</u></p>	<p>relevant details must be undertaken with the Historic Buildings and Monuments Commission for England in addition to the bodies listed in sub-paragraph (1).</p> <p>(4) Following approval of detailed design under sub-paragraph (1), the undertaker may, after further consultation with the relevant planning authority and local highway authority on matters related to their functions, submit in writing amended detailed design for any part of the authorised development to the Secretary of State.</p> <p>(5) The details to be approved under sub-paragraph (1) or any</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>subsequent amendment of those details approved under sub-paragraph (4) may depart from the preliminary scheme design shown on the works plans and the engineering section drawings only where the Secretary of State is satisfied that departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(6) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>to be substituted for the approved details, corresponding works plans or engineering section drawings and the undertaker must make those amended details available in electronic form for inspection by members of the public and must be notified by means of</p> <p>electronic transmission to the Environment Agency, the local highway authority, the relevant planning authority, and where works relate to the Hazlegrove House Registered Park and Garden, the Historic Buildings and Monuments Commission for England."</p>		

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
<p>A19/ A184 Testos Junction Improvement made 12 September 2018</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed <del>design</del>Design"</p> <p><u>12.—(1) The detailed design for the authorised development must accord with:</u></p> <p><u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning local authority on matters related to its their</del></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed design"</p> <p>3.—(1) The authorised development must be designed in detail and carried out in accordance with the preliminary scheme design shown on the engineering drawings and sections unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters related to its functions, provided that the Secretary of State is satisfied that any amendments to the</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed Design"</p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of the A19/ A184 Testos Junction Improvement Scheme slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and implementation of the scheme's detailed design.</p> <p>However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p>functions, provided that the Secretary of State is satisfied that any amendments <del>to the engineering drawings and sections showing departures from the preliminary scheme design</del> would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>engineering drawings and plans or</del> sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>engineering drawings and sections showing departures from the preliminary scheme design would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding engineering drawings and sections and the undertaker must make those amended details available in electronic</p>	<p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	



Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		form for inspection by members of the public."	(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."	
M20 Junction 10A  made 01 December 2017	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  "Detailed <del>design</del> <u>Design</u> <u>12.—(1) The detailed design for the authorised development must accord with:</u>	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  "Detailed design 12.—(1) The authorised development must be	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  "Detailed Design 12.—(1) The detailed design for the	Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 12(1) of the M20 Junction 10A Scheme slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>12.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the engineering section drawings, unless</del> otherwise agreed in writing by the Secretary of State following consultation with the relevant <del>planning authority and</del> local highway authority on matters related to their functions <del>and,</del> provided that the Secretary of State is satisfied that any amendments <del>to the works plans and the engineering section drawings showing departures from the preliminary design</del> would not give rise to any materially new or materially <del>worse adverse different</del></p>	<p>designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the engineering section drawings, unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority and local highway authority on matters related to their functions and provided that the Secretary of State is satisfied that any amendments to the works plans and the engineering section drawings showing departures from the preliminary design would</p>	<p>authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State</p>	<p>implementation of the scheme's detailed design.</p> <p>However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.</p>

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p>environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub-paragraph (1)</del>, <u>paragraph (1)</u>, those details are deemed to be substituted for the corresponding <del>works plans or engineering section drawings sections</del> and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding works plans or engineering section drawings and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	<p>following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
			or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."	
M4 Junctions 3 to 12 Smart Motorway  Made 02 September 2016	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed <del>design</del>Design</b> <u>12.—(1) The detailed design for the authorised development must accord with:</u> <u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u> <u>(b) the principles set out in the environmental masterplan; and</u>	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed design</b> 3. Except where the authorised development is carried out in accordance with the plans listed in requirement 4, no part of the authorised development is to commence until details of the layout, scale, siting,	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed Design</b> 12.—(1) The detailed design for the authorised development must accord with: (a) the preliminary scheme design shown on the works plans, the	Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of the M4 Junctions 3 to 12 Smart Motorway Scheme slightly differ in terminology both follow (on the whole) the same process and stages in relation to the development and implementation of the scheme's detailed design.  However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	<b>Made DCO Detailed Design Requirement(s)</b>	<b>A428 Detailed Design Requirement</b>	<b>Comparison against A428 Requirement and Made DCO Requirement(s)</b>
	<p><u>(c) the design principles set out in the scheme design approach and design principles,</u></p> <p><u>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p> <p><u>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</u></p> <p><del>3. Except where the authorised development is carried out in accordance with the plans listed in requirement 4, no part of the authorised development is to commence until details of the layout, scale, siting, design,</del></p>	<p>design, dimensions and external appearance of Works Nos. 7a, 8c, 9b, 10c, 11c, 12e, 13c, 14c, 17, 19c, 20c, 22c, 24g, 24i and 25, earthworks and retaining structures comprised in the authorised development so far as they do not accord with the development shown in the plans listed in requirement 6 have been submitted to and approved by the Secretary of State, following consultation with the relevant planning authority and any relevant statutory authority. The authorised development must be carried out in accordance with the details shown in</p>	<p>general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>dimensions and external appearance of Works Nos. 7a, 8c, 9b, 10c, 11c, 12e, 13c, 14c, 17, 19c, 20c, 22c, 24g, 24i and 25, earthworks and retaining structures comprised in the authorised development so far as they do not accord with the development shown in the plans listed in requirement 6 have been submitted to and approved by the Secretary of State, following consultation with the relevant planning authority and any relevant statutory authority. The authorised development must be carried out in accordance with the details shown in the plans listed in requirement 6 or approved under this requirement</del></p>	<p>the plans listed in requirement 6 or approved under this requirement."</p>	<p>would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
<p>A14 Cambridge to Huntingdon Improvement Scheme</p> <p>Made 11 May 2016</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p><u>"Detailed Design</u></p> <p><del>"Preparation of 12.—(1) The detailed design, etc. for the authorised development must accord with:</del></p> <p><u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><del>3.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the engineering section drawings unless otherwise agreed in writing by the Secretary of State following consultation with the relevant</del></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p><b>"Preparation of detailed design, etc.</b></p> <p><b>3.—(1) The authorised development must be designed in detail and carried out so that it is compatible with the preliminary scheme design shown on the works plans and the engineering section drawings unless otherwise agreed in writing by the Secretary of State following consultation with the relevant planning authority on matters related to its functions and provided that the</b></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p><b>"Detailed Design</b></p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of A14 Cambridge to Huntingdon Improvement Scheme ("A14 Scheme") slightly differ both follow (on the whole) the same processes and stages in relation to the development and implementation of the scheme's detailed design, save for the A428 scheme requiring additional reference to be made to the environmental masterplan and the design principles.</p> <p>Requirement 3(3) of the A14 Scheme requires options for the detailed design to be submitted to the Design Council's Design Review panel and the Applicant to have received and considered the advice before commencing that part of the authorised development.</p> <p>Requirement 3(4) of the A14 Scheme requires the applicant to consult planning authorities, the Parish Forums, the Community Forums, the Landowner Forums and the Environment Forum in accordance with the provisions of the code</p>

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>planning local</del> authority on matters related to <del>its their</del> functions <del>and</del> provided that the Secretary of State is satisfied that any amendments <del>to the works plans and the engineering section drawings showing departures from the preliminary design</del> would not give rise to any materially new or materially <del>worse adverse different</del> environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under <del>sub</del>-paragraph (1), those details are deemed to be substituted for the corresponding <del>works plans or engineering section drawings sections</del> and the undertaker must make those amended details available in electronic form for inspection by members of the public. <del>."</del></p> <p><del>(3) No part of the authorised development is to commence until options for the detailed design of that part of the authorised development have been submitted to the Design Council's Design Review panel and the undertaker has received and considered the advice of the</del></p>	<p>Secretary of State is satisfied that any amendments to the works plans and the engineering section drawings showing departures from the preliminary design would not give rise to any materially new or materially worse adverse environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under sub-paragraph (1), those details are deemed to be substituted for the corresponding works plans or engineering section drawings and the</p>	<p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	<p>of construction practice during the design development.</p> <p>Requirement 3(5) of the A14 Scheme prohibits the commencement of the authorised development until details of the external appearance of the viaduct have been submitted and approved by the SoS in consultation with the relevant planning authority.</p> <p>While the A428 dDCO does not have equivalent requirements, interested parties have had the opportunity to comment on the scheme design approach and design principles during Examination which was not available on the A14 Scheme. Therefore, additional provisions in relation to detailed design are not required.</p>



Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>Design Council's Design Review panel in respect of the detailed design of that part of the authorised development.</del></p> <p><del>(4) The undertaker must, in the course of developing the detailed design of the authorised development, consult with the relevant planning authorities, the Parish Forums, the Community Forums, the Landowner Forums and the Environment Forum in accordance with the provisions of the code of construction practice.</del></p> <p><del>(5) No part of the authorised development is to commence until details of the external appearance of the viaduct to be constructed as Work No. 5(gg) have been submitted to and approved in writing by the Secretary of State, following consultation with the relevant planning authority."</del></p>	<p>undertaker must make those amended details available in electronic form for inspection by members of the public.</p> <p>(3) No part of the authorised development is to commence until options for the detailed design of that part of the authorised development have been submitted to the Design Council's Design Review panel and the undertaker has received and considered the advice of the Design Council's Design Review panel in respect of the detailed design of that part of the authorised development.</p> <p>(4) The undertaker must, in the course of</p>	<p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		<p>developing the detailed design of the authorised development, consult with the relevant planning authorities, the Parish Forums, the Community Forums, the Landowner Forums and the Environment Forum in accordance with the provisions of the code of construction practice.</p> <p>(5) No part of the authorised development is to commence until details of the external appearance of the viaduct to be constructed as Work No. 5(gg) have been submitted to and approved in writing by the Secretary of State, following consultation</p>		

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
		with the relevant planning authority. "		
A19/A1058 Coast Road Junction Improvement made 28 January 2016	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed design-Design</b> <u>12.—(1) The detailed design for the authorised development must accord with:</u> <u>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</u> <u>(b) the principles set out in the environmental masterplan; and</u> <u>(c) the design principles set out in the scheme design approach and design principles.</u> <u>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments</u>	<b>SCHEDULE 2 , REQUIREMENTS</b> <b>"Detailed design</b> 11. The authorised development must be carried out in accordance with the scheme design shown on the engineering drawings and sections or with any altered scheme design approved in writing by the relevant planning authority, provided that the development so altered falls within the limits of deviation and any alterations are minor or immaterial."	<b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b> <b>"Detailed Design</b> 12.—(1) The detailed design for the authorised development must accord with: (a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and (b) the principles set out in the	Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 11 of A19/A1058 Coast Road Junction Improvement Scheme slightly differ in terminology both follow (on the whole) the same processes and stages in relation to the development and implementation of the scheme's detailed design.  However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> <b>Red = Made DCO</b> <b>Green = Text which appears in both</b> <b>Blue = A428</b>	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><u>would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p> <p><u>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</u></p> <p><del>11. The authorised development must be carried out in accordance with the scheme design shown on the engineering drawings and sections or with any altered scheme design approved in writing by the relevant planning authority, provided that the development so altered falls within the limits of deviation and any alterations are minor or immaterial."</del></p>		<p>environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the</p>	

Made DCO	<b>Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s)</b> Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
			environmental statement.  (2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."	

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
<p>A160-A180 Port of Immingham Improvement made 04 February 2015</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed <del>design</del>Design</p> <p><del>13. New or altered sections of carriageway must be constructed using low noise surfacing as defined in annex 4 of part 7 of volume 11, section 3 of the Design Manual for Roads and Bridges (HD213/11).</del></p> <p><del>14. The 12.—(1) The detailed design for the authorised development must not be brought into use until the detailed design of any noise barriers to be erected as part of the scheme has been submitted and approved by the Secretary of State in consultation with the relevant planning authority, and those barriers have accord with: been constructed in accordance with the approved design.</del></p>	<p><b>SCHEDULE 2 , REQUIREMENTS</b></p> <p>"Detailed design</p> <p>13. New or altered sections of carriageway must be constructed using low noise surfacing as defined in annex 4 of part 7 of volume 11, section 3 of the Design Manual for Roads and Bridges (HD213/11).</p> <p>14. The authorised development must not be brought into use until the detailed design of any noise barriers to be erected as part of the scheme has been submitted and approved by the Secretary of State in consultation with the</p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b></p> <p>"Detailed Design</p> <p>12.—(1) The detailed design for the authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p>	<p>Requirements 13 to 14 of the A160-A180 Port of Immingham Improvement scheme focuses on noise impacts of the detailed design. In relation to these, the SoS in consultation with the relevant planning authority must approve the design before it can commence. Requirement 12 of the dDCO for the A428 Scheme contains a requirement for more general compliance with the preliminary scheme design, the principles of the environmental masterplan (including low noise surfacing), and the design principles. Further the dDCO also includes a specific requirement 18 which secures the noise mitigation required for the A428 Scheme. Therefore, additional provisions relating to noise in respect of detailed design are not required.</p>

Made DCO	Comparison Between Made DCO and A428 Black Cat to Caxton Gibbet improvements ("A428") Detailed Design Requirement(s) Red = Made DCO Green = Text which appears in both Blue = A428	Made DCO Detailed Design Requirement(s)	A428 Detailed Design Requirement	Comparison against A428 Requirement and Made DCO Requirement(s)
	<p><del>15. The authorised development must be carried out in accordance with the (a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and sections."</del></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p><u>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p> <p><u>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for</u></p>	<p>relevant planning authority, and those barriers have been constructed in accordance with the approved design.</p> <p>15. The authorised development must be carried out in accordance with the scheme design shown on the engineering drawings and sections."</p>	<p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p>	

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	<p><u>the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</u></p>		<p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</p>	
<p>A556 Knutsford to Bowden Scheme made 28 August 2014</p>	<p><b>SCHEDULE 2 , REQUIREMENTS -PART 1, REQUIREMENTS</b>  <b>"Detailed designDesign</b>  <u>12.—(1) The detailed design for the authorised development must accord with:</u></p>	<p><b>SCHEDULE 2 , REQUIREMENTS</b>  <b>"Detailed design</b>  <b>3.—(1) The authorised development must be carried out in accordance with the scheme design</b></p>	<p><b>SCHEDULE 2 , REQUIREMENTS - PART 1, REQUIREMENTS</b>  <b>"Detailed Design</b>          12.—(1) The detailed design for the</p>	<p>Whilst the drafting of requirement 12(1) of the A428 dDCO and requirement 3(1) of the A556 Knutsford to Bowden Scheme (A556 Scheme) slightly differ in terminology both follow (on the whole) the same processes and stages in relation to</p>



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	<p><del>3.—(1) The authorised development must be carried out in accordance with the (a) the preliminary scheme design shown on the works plans, the structure drawings, the junction design drawings, the lighting drawings, the car parking drawings general arrangement plans and the engineering section drawings; and sections,</del></p> <p><u>(b) the principles set out in the environmental masterplan; and</u></p> <p><u>(c) the design principles set out in the scheme design approach and design principles.</u></p> <p>unless otherwise agreed in writing by the Secretary of State, following consultation with the relevant <del>planning</del> <u>local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</u></p>	<p>shown on the works plans, the structure drawings, the junction design drawings, the lighting drawings, the car parking drawings and the engineering drawings and sections, unless otherwise agreed in writing by the Secretary of State, following consultation with the relevant planning authority on matters related to its statutory powers, and provided the development so altered falls within the limits of deviation and within the envelope of the environmental statement referred to in article 34(1)(f) (certification of plans, etc.).</p>	<p>authorised development must accord with:</p> <p>(a) the preliminary scheme design shown on the works plans, the general arrangement plans and the engineering section drawings; and</p> <p>(b) the principles set out in the environmental masterplan; and</p> <p>(c) the design principles set out in the scheme design approach and design principles,</p> <p>unless otherwise agreed in writing by the Secretary of State</p>	<p>the development and implementation of the scheme's detailed design.</p> <p>However, the A428 Scheme additionally requires reference to be made to the principles of the environmental masterplan and the design principles when developing the detailed design.</p> <p>Requirement 3(2) of the A556 Scheme places an additional obligation to consult with Natural England in relation to impacts of protected species. The scheme design approach and design principles document secured in requirement 12 of the dDCO for the A428 Scheme notes that harnessing opportunities for mammal access is an embedded measure in the Scheme design and should Natural England have any specific comments on the design of these aspects then these could be incorporated into the document during the Examination. Therefore, this additional requirement is not necessary for the A428 Scheme.</p>

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	<p><u>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."</u></p> <p><del>authority on matters related to its statutory powers, and provided the development so altered falls within the limits of deviation and within the envelope of the environmental statement referred to in article 34(1)(f) (certification of plans, etc.):</del></p> <p><del>(2) Natural England must be consulted on the design of any structures that serve to mitigate or compensate for impacts on protected species referred to in paragraph 9."</del></p>	<p>(2) Natural England must be consulted on the design of any structures that serve to mitigate or compensate for impacts on protected species referred to in paragraph 9."</p>	<p>following consultation with the relevant local authority on matters related to their functions, provided that the Secretary of State is satisfied that any amendments would not give rise to any materially new or materially different environmental effects in comparison with those reported in the environmental statement.</p> <p>(2) Where amended details are approved by the Secretary of State under paragraph (1), those details are deemed to be substituted for the corresponding plans</p>	

A428 Black Cat to Caxton Gibbet improvements  
 Applicant response to actions arising from Issue Specific Hearing 5

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			or sections and the undertaker must make those amended details available in electronic form for inspection by members of the public."	