

## **ANNEX**

### **REASONS FOR THE DECISION TO ISSUE THE DIRECTION**

The Secretary of State is of the opinion that the Upper Orwell Crossings is of national significance for the following reasons:

- There is no other project in the Roads Investment Strategy which could provide an improvement to the A14 at Orwell Bridge, a nationally recognised congestion pinch point. . This project would alleviate congestion on the A14 at Orwell Bridge by removing 10% of all traffic from this pinch point.
- The A14 is a 'core tier' route as part of the TEN-T network, linking the north of Europe to the south and is a key strategic route to the Port of Felixstowe. The Project would directly improve traffic flows for strategic traffic including freight traffic traveling to Europe through the port of Felixstowe, the largest container port in the UK and an international gateway. There are no appropriate alternative routes to the Port.
- it would act as a tactical diversion route for the strategic road network, (the A14) when the Orwell Bridge, a nationally recognised pinch point, is not open to road traffic thereby reducing delays and congestion on the SRN; and
- In addition, the scheme
  - Supports the Port of Felixstowe's role as an International Gateway.

I also recommend that the two other bridges which are directly linked and complementary to the principal development should be considered as associated development and therefore be part of the Nationally Significant Infrastructure Project.

**DIRECTION BY THE SECRETARY OF STATE UNDER SECTION 35 OF THE PLANNING ACT 2008 RELATING TO THE UPPER ORWELL CROSSINS IPSWICH.**

By letter to the Secretary of State received on 3<sup>rd</sup> June 2016, Suffolk County Council formally requested that the Secretary of State exercise the power vested in the Secretary of State under section 35 of the Planning Act 2008 ("the Act") to direct that the proposed scheme set out in the Suffolk County Council's letter and known as the Upper Orwell Crossings, as well as any associated matters, be treated as development for which development consent is required.

The Secretary of State is satisfied that:

- the development does not currently fall within the definition of a "nationally significant infrastructure project" and therefore it is appropriate to consider use of the power in section 35; and
- Suffolk County Council's request constitutes a "qualifying request" in accordance with section 35(10) of the Act.

The Secretary of State has made a decision within the primary deadline set out in section 35A(2) and wishes to convey that decision.

Having considered the details of the Upper Orwell Crossings set out in the request, the Secretary of State is of the view that this development by itself is nationally significant, for the reasons set out in the Annex below.

Accordingly, as the Secretary of State is satisfied that the proposed Upper Orwell Crossings is nationally significant, THE SECRETARY OF STATE DIRECTS that development, together with any matters associated with it, is to be treated as development for which development consent is required.

In addition, the Secretary of State further directs that any proposed application in relation to the Upper Orwell Crossings is to be treated as a proposed application for which development consent is required.

This direction is given without prejudice to the Secretary of State's consideration of any application for development consent which is made in relation to the Upper Orwell Crossings.

Signed by



Anthony Boucher  
A Senior Civil Servant in the Department for Transport  
For and On Behalf of the Secretary of State

30<sup>th</sup> June 2016