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All Interested Parties and
Statutory Parties

Our Ref:
Date:

TR010037
14 December 2021

Dear Sir/ Madam

Planning Act 2008 Section 89 and The Infrastructure Planning (Examination Procedure) Rules 2010 – Rule 9

Application by Highways England for an Order Granting Development Consent for the A47/A11 Thickthorn Project

Change Request(s)

I am writing to inform you of a Procedural Decision made by the Examining Authority (ExA) following the Applicant's request for the ExA to accept an amendment to the above-mentioned Development Consent Order (DCO) application.

The Applicant has proposed three non-material changes relating to:

1. Reduction of order limits at Intwood Road;
2. Changes to the field access locations on Cantley Lane Link Road; and
3. A change to the alignment of the A11/A47 Connector Road.

The specific details referred to by the Applicant are as follows:

1. Reduction of order limits at Intwood Road

Flood modelling relating to the property on Intwood Road was carried out post the schemes submission in July 2021. The applicant has confirmed that the modelling indicates that there would not be any impact on the property in terms of increased flood risk arising from the scheme. The revised Flood Risk Assessment - Environmental Statement (ES) Appendix 13.1 was submitted at Deadline 3 (REP3-008). The Applicant also indicates agreement with the Environment Agency that no mitigation is required at this location.

A property on Intwood Road adjacent to the Cantley Stream was included in the Order Limits as initial flood modelling indicated a potential increased detriment in flood levels at the property, which would require local mitigation measures. This is shown as Plot 7/12a on the Land Plans (AS-001). The additional survey information obtained around the property was used to update the flood model, which the applicant now confirms shows no increased detriment to flood levels at the property. The updated

Flood Risk Assessment was submitted to the Examination at Deadline 3 (REP3-008). The applicant also notes that the Environment Agency agrees that no mitigation is required at the property.

2. Changes to the field access locations on Cantley Lane Link Road

Land Plots 5/2b and 5/2c as shown in the Land Plans (AS-001) have been identified for temporary use. They would be returned to the landowner on completion of the Scheme. As part of the Scheme, field accesses would be constructed to serve the plots to the east and west of the Cantley Lane Link Road and these would be used during construction.

The landowner, and specifically the tenant farmer who will require access to the two plots once the construction works are complete, have suggested to the Applicant that although they wish to retain the access points, they would prefer alternative locations for them. On that basis, the Applicant seeks to move the location of the new field access to better serve these land parcels. The field access to the west of the Cantley Lane Link Road is proposed to be moved approximately 85m north of the position currently shown on the Rights of Way and Access Plans (APP-008), and the field access to the east of the Cantley Lane Link Road is proposed to be moved approximately 50m south of the position shown within the Rights of Way and Access Plans (APP-008). Minor adjustments are required to the fencing design along Cantley Lane Link road to accommodate this change. In detailing the request made, the ExA notes the change does not affect any of the conclusions made in the ES (APP-038 to APP-124).

3. Change to the alignment of the A11/A47 Connector Road

The alignment of the A11/A47 Connector Road is proposed to be amended to reduce the cross section of the Cantley Lane Underpass. The ExA notes the change would reduce the requirements for construction materials and excavation of in situ material.

The horizontal curvature of the road is proposed to be amended so that at the apex of the curve the centreline of the road is approximately 7 metres to the north of the current centreline. The difference reduces to zero at the entrance to the Cantley Wood Underpass to the east, and at the exit from the Wards Wood underpass to the west as the proposed alignment ties back in with the current alignment. The apex of the curve referred to runs in the opposite direction to the nearby scheduled monument Two Tumuli in Big wood.

The three changes requested and outlined by the Applicant are proposed to be made in the context of the following submitted application documents subject to revision:

- dDCO (previously REP3-002)
- Statement of Reasons (previously APP-020)
- Location Plan (previously APP-004)
- General Arrangement Plans (previously APP-005)
- Land Plans (previously AS-001)
- Works Plans (previously APP-007)
- Rights of Way and Access Plans (previously APP-008)
- Traffic Regulations Plans (previously APP-009)
- Engineering Drawings and Sections (previously APP-010)
- Drainage and Surface Water Plans (previously APP-011)
- Crown Land Plans (previously AS-002)
- Special Category Land Plans (previously APP-013)
- Classification of Roads Plans (previously APP-014)
- Environmental Statement (addendum)

- Environmental Masterplan (previously APP-123)

Furthermore, the following document has also been updated to reflect the proposed non-material changes, but also take account of other updates which were submitted at Deadline 4:

- Hedgerow Plans (previously APP-015)

In considering the overall changes described by the Applicant the ExA acknowledges:

(i) All of the land required in respect of the three changes outlined falls within the existing Order limits. The changes taken individually and in combination overall are also minor in nature relative to the description of the scheme.

(ii) The procedure under the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 is not engaged as the proposed changes do not provide for the acquisition of additional land.

(iii) The wording of the dDCO (REP3-002) (submitted at Deadline 3), requires minimal alterations to accommodate the proposed changes.

(iv) The effect of the proposed changes on the evaluation contained in the Environmental Impact Assessment (EIA) has been considered. The Applicant has assessed all of the proposed changes and concluded there are no new or different likely significant environmental effects as a result of the changes and subsequently no deviation from the initial assessment provided with the Application. This is further indication that the proposed amendments are not material.

In conclusion, considering all the above information outlined, the ExA concurs that the changes subject to the Applicant's request are non-material in nature and that they can be accepted into the examination on that basis.

Additionally, the ExA notes that whilst the changes do not trigger additional consultation through the examination itself, further separate consultation has still been undertaken independently by the applicant on a precautionary basis with comments invited directly to them by the 21 January 2022. Any comments received by the applicant would then be submitted to the examination by the applicant.

The Applicant's request for a non-material amendment and all accompanying documents has been published National Infrastructure Planning website. Any interested parties who may wish to make representations are able do so before the close of the Examination in accordance with the timetable.

Should you have any queries regarding the content of this letter, please contact the case team using the details set out in the header on the first page.

Yours sincerely

Matthew Shrigley
Examining Authority