

# **A12 Chelmsford to A120 widening scheme**

**TR010060**

## **DEVELOPMENT CONSENT ORDER CHANGE APPLICATION**

### **Change Application Summary Report**

Advice Note 16 (Version 3) 2023

May 2023

Infrastructure Planning

Planning Act 2008

Advice Note 16 (Version 3) 2023

**A12 Chelmsford to A120 widening scheme**

Development Consent Order 202[ ]

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**Change Application Summary Report**

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# 1 Introduction

## 1.1 Background

- 1.1.1 This Change Application relates to an application submitted by National Highways (the Applicant) to the Secretary of State for Transport (through the Planning Inspectorate) for a development consent order (DCO) under the Planning Act 2008. The A12 Chelmsford to A120 Widening Scheme (the proposed scheme) involves widening the A12 to three lanes throughout (where it is not already three lanes) with a bypass between junctions 22 and 23 and a second bypass between junctions 24 and 25. It also includes safety improvements, including closing off existing private and local direct accesses onto the main carriageway, and providing alternative provision for walkers, cyclists and horse riders to existing routes along the A12, which would be removed.
- 1.1.2 A DCO application for the proposed scheme was accepted for Examination by the Planning Inspectorate on the 12th of September 2022 (DCO Application). The proposed scheme is currently in Examination which started on 12<sup>th</sup> January 2023 and is due to close on 12<sup>th</sup> July 2023.
- 1.1.3 Since the DCO Application was made, the Applicant has continued to engage and refine designs to identify opportunities to further improve the proposals. As a result of this, the Applicant is proposing six changes to the proposed scheme during the Examination stage to address suggestions by interested parties and to implement improvements to the proposed scheme.
- 1.1.4 This Change Application comprises the Applicant's request to the Examining Authority (appointed by the Planning Inspectorate) to accept into the Examination of the DCO Application six changes to the proposed scheme for which development consent is sought.
- 1.1.5 On 30 March 2023, in accordance with paragraph 3.2 of Advice Note 16: Requests to change applications after they have been submitted for examination (AN16), the Applicant submitted its Change Notification to the Examining Authority (ExA) [REP2-031] (Change Notification). The Change Notification set out the Applicant's intention to make a change request, detailed its consultation proposals and confirmed the likely date for the Change Application to be submitted as 30 May 2023. The Change Notification also provided the details and background to the Applicant's request for the proposed changes as required by Figure 2a of AN16.
- 1.1.6 The proposed six changes to the proposed scheme in summary are:
- Junction 19 – redesign of north bound on slip road
  - Exclusion of Anglian Water pumping station from land proposed for compulsory acquisition at Hatfield Peverel
  - Changes to the provision of replacement land at Whetmead and additional consequential changes reflecting change of ownership for open space in the Witham area

- Drainage works associated with B1023 Kelvedon Road at Inworth
- Junction 24/Inworth Road B1023 - Removal of the segregated left turn lane
- Junction 25 - Removal of the signalised crossroads and partial signalisation of the existing roundabout at A120/junction 25

1.1.7 The ExA responded to the Applicant's Change Notification on 6 April 2023 [PD-011] confirming that the Applicant had satisfied the requirements of Figure 2a of AN16 and acknowledged the Applicant's intent to submit a Change Application (Rule 9 Letter). In the Rule 9 Letter the ExA also confirmed the information required by Step 2 of AN16.

1.1.8 The Applicant has taken ExA advice received in the Rule 9 Letter and has included the information advised with the Change Application. Annex A (Change Application Compliance Table) sets out more detail about compliance with the Rule 9 Letter.

1.1.9 This document forms part of the Applicant's formal request for a Non-Material Change to the DCO Application.

## **1.2 Purpose of this Change Application**

1.2.1 The Change Application supports the DCO Application by:

1. explaining exactly what changes are proposed and why they are needed (see Chapter 2 of this Summary Report);
  2. confirming that no additional land is required as a result of the proposed changes and as such confirming that the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 are not engaged (see Chapter 5 of this Summary Report);
  3. identifying Affected Persons, Interested Parties and prescribed consultation bodies who may be affected by or interested in the proposed changes (as explained in a Change Application Consultation Report forming part of this Change Application [TR010060/EXAM/10.13]);
  4. providing, in the Change Application Consultation Report, full details of the consultation carried out in respect of the proposed changes, including justification for the scope of that consultation, and copies of the consultation responses received by the Applicant [TR010060/EXAM/10.14];
  5. demonstrating, in the Environmental Assessment Addendum (forming part of this Change Application [TR010060/EXAM/10.12]), that the proposed changes have been subject to environmental assessment and setting out the findings of that assessment in the context of the assessment reported in the Environmental Statement (ES) which was submitted as part of the DCO Application (the original ES);
  6. identifying the scope of the consequential amendments that would need to be made to previously submitted DCO Application documents, if the proposed changes were accepted by the ExA (as set out in the Schedule of Changes to DCO Application Documents[TR010060/EXAM/10.3]);
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7. providing clean and tracked change versions of the draft DCO [TR010060/EXAM/10.4] together with a schedule of changes [TR010060/EXAM/10.3], showing how this document would change if the proposed changes were accepted by the ExA; and

8. explaining why the proposed changes are considered to be non-material (rather than material) in nature, whether considered individually, cumulatively, or collectively (in Chapter 3 of this Summary Report).

## 1.3 Legislative Context and Guidance

- 1.3.1 The Applicant has had regard to paragraphs 109 to 115 (Changing an application post acceptance) of the *Planning Act 2008: Guidance for the examination of applications for development consent* (DCLG, March 2015) (the Examination Guidance), and the Planning Inspectorate's Advice Note 16 (Version 3, March 2023) (AN16) which states that *"the government recognises that there may occasionally be circumstances when applicants may need to make a change to an application after it has been accepted for examination. Sometimes a change may result from the publication of new/ emerging government policy or from on-going negotiations between the Applicant and other Interested Parties"* (paragraph 1.2), as is the case here.
- 1.3.2 Figure 2b of AN16 sets out the information which an applicant is required to include in a request to make a change to an application after it has been accepted for Examination. The Applicant has prepared a table showing how it has complied with the requirements of AN16 together with any additional requirements set out in the Rule 9 Letter from the ExA. The Change Application Compliance Table is set out in Appendix A of this document.

## 2 The proposed changes

- 2.1.1 In this Change Application, the Applicant is proposing six changes to the DCO Application. This chapter, details what each change includes and sets out the rationale for each change. Chapter 3 of this document explains why the change either individually or collectively is non-material, particularly with reference to land take and the lack of new or different likely significant environmental effects in the assessments in the Environmental Statement.

### 2.2 Change One: Junction 19 – redesign of north bound on slip road and drainage design

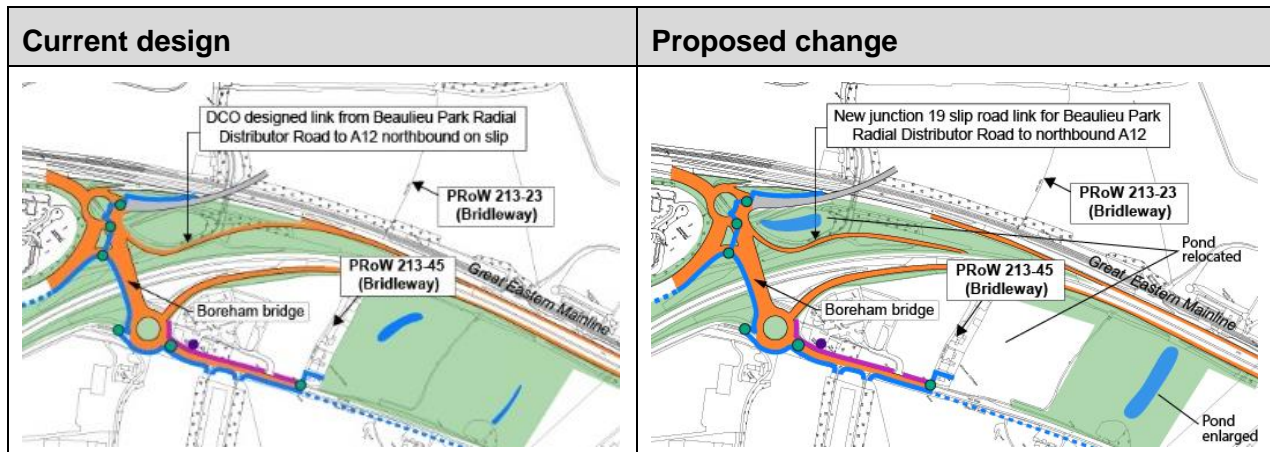
#### Detail of the proposed change

- 2.2.1 In the DCO Application, traffic wanting to travel between the Beaulieu Park Radial Distributor Road and the northbound A12 would use a segregated left-turn lane, which connected to the existing Junction 19 Northbound On-slip Road. This merge was proposed to use an offside merge, which would require traffic to join the offside lane 2 of the Junction 19 Northbound On-slip Road.
- 2.2.2 It is proposed that this arrangement could be improved by connecting the link from the Beaulieu Park Radial Distributor Road directly to the A12 northbound carriageway. This proposed merge will be more conventional, in that the merging slip road would join the nearside lane 1 of the A12.

- 2.2.3 The proposed new merge is sufficiently far from the existing junction merge and overall improves safety for road users due to the more conventional layout. There are no changes to the arrangement for walkers, cyclists or horse riders as a result of this refinement. There are consequential changes to the utility diversions in this area including the removal of the diversion of a buried water main that is no longer required.
- 2.2.4 Due to the alteration in the northbound on-slip road configuration, which is now proposed to connect directly to the A12 mainline, it is possible to reduce the size of the catchment for S1-OU11 such that it can be combined with the adjacent S1-OU12 catchment. This means that the proposed attenuation pond draining the S1-OU11 catchment can be removed. To facilitate this change, the pond draining S1-OU12 catchment will be made bigger and a new attenuation storage pond (i.e. attenuation pond S1-OU1A) will be provided to the north west of the Junction 19 northbound on slip.
- 2.2.5 By removing pond S1-OU11 and the associated access track, it is possible to reduce the extent of land plot 2/12g which is subject to permanent acquisition. Some of the land no longer subject to permanent acquisition, will be required temporarily to facilitate construction and permanent access rights will be required to provide a route to maintain the vegetation and ditches adjacent to the proposed Paynes Lane bridge and A12 embankments. The updated land plan regarding the above described change is provided within Map Book 1 [TR010060/EXAM/10.5], submitted with DCO Change Application
- 2.2.6 This design change is illustrated in Figure 2.1, and Map Book 1 – Junction 19 Slip Road - Part 1 of 1 [TR010060/EXAM/10.5].
- 2.2.7 While the consultation materials for the Change Application indicated that there may be consequential amendments to the drainage design at junction 19, the detail of that amended design did not form part of the consultation materials. However, the amended drainage design has been assessed as part of the environmental assessment carried out for the proposed changes and contained within the Environmental Statement Addendum submitted with the Change Application. Further, refining the drainage design allows the Applicant to address a concern raised by an affected landowner, that was received in response to the consultation, asking the Applicant to consider whether the drainage design could be refined to reduce the amount of land take proposed on their land.
- 2.2.8 This change is all within the order limits for the proposed scheme and all within existing freehold acquisition land as shown on the land plan and in the book of reference. The freehold owner of part of the land is Countryside Zest (Beaulieu Park) LLP. The majority of the land affected is held by National Highways. A reduction in land take means plot numbers presented in Deadline 5 Version may have changed, see Chapter 5 and Table 5.1 for the updated plot numbers.
- 2.2.9 The description of Work No.1(g), in Schedule 1 of the dDCO [TR010060/APP/3.1], has been updated to reflect the design change. Utility Work No. U10B has been deleted from the dDCO as this work is no longer required.



**Plate 2.1 Before and after image of Change One (Highway Design)**



**Rationale and pressing need for the change**

- 2.2.10 As part of the detailed design process, which is happening in parallel with the DCO examination, the configuration of the northbound slip road at junction 19 has been refined to allow traffic to merge directly with the A12. This updated design improves the safety for road users when joining the A12 northbound at junction 19.
- 2.2.11 This change avoids traffic – especially HGVs – leaving the Beaulieu Park development and travelling towards A12 northbound being required to merge with the offside lane of the existing northbound slip. HGVs have poorer nearside visibility and those vehicles moving to the nearside lane after that merge would be more affected by blind spots than smaller vehicles. Drivers on that existing northbound merge link would not be expecting an additional merge point downstream of the new Beaulieu Park bridge, and the resulting introduction of HGVs and other vehicles into the offside lane of the link. By contrast, the proposed change would bring the Beaulieu Park exit traffic to a direct merge with A12, and therefore avoids a merge on the offside of a link. The benefits of this change in improving safety and reducing land take, in the absence of additional adverse environmental impacts, as confirmed in the ES (Environmental Statement) Addendum, provide a strong justification for this change.

**2.3 Change two: Exclusion of Anglian Water pumping station from land proposed for compulsory acquisition at Hatfield Peverel**

**Detail of the proposed change**

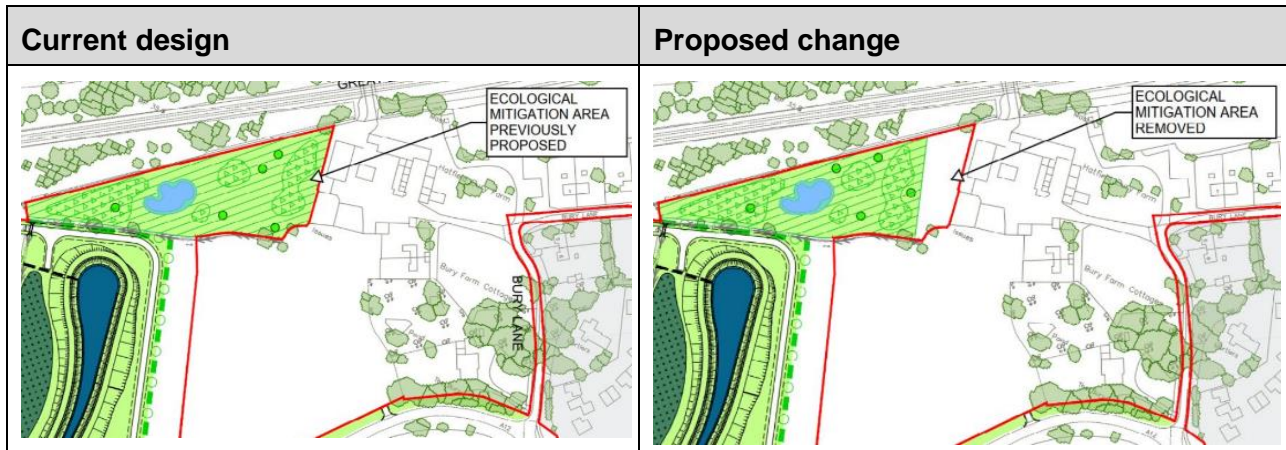
- 2.3.1 The proposed change is to the extent of an Environmental Mitigation Area as shown on the General Arrangement Drawings (Map Book 2) [TR010060/EXAM/10.6] to accommodate a pumping station at the Bellway Homes Site, Hatfield Bury Farm, Bury Lane, Hatfield Peverel (planning permission 19/01803/FUL). This falls within the Order Limits of the proposed scheme and specifically land plot 5/12c as shown on Sheet 5 of the Land Plans [APP-018].
- 2.3.2 The Applicant proposes to change the land use at this location from compulsory acquisition for ecological mitigation, to, land not subject to powers of compulsory acquisition or temporary possession. The small area of ecological

mitigation that will be lost is a negligible decrease in the overall land being provided for ecological mitigation across the whole proposed scheme.

2.3.3 This design change is illustrated in Figure 2.2 and shown on Map Book 2 – Anglian Water Pumping Station (Bury Lane, Hatfield Peverel) - Part 1 of 1 [TR010060/EXAM/10.6].

2.3.4 No changes to Works Plans or to the description of the Works in the draft DCO are required.

**Plate 2.2 Before and after image of proposed Change Two**



#### **Rationale and pressing need for the change**

2.3.5 A small area that was identified for acquisition for ecological mitigation purposes in the DCO Application, comprises land that has been allocated for a small pumping station to be operated by Anglian Water Limited by way of a separate planning permission (Ref: 19/01803/FUL). After submission of the DCO Application, the existing landowner has requested that the land be excluded from order powers to allow the pumping station to come forward as approved. The proposed change has been made following discussions with Bellway Homes and Braintree District Council and will ensure that a planning permission on the neighbouring land would not be affected by the proposed scheme in this regard. The benefits of this change, which lie in reducing the amount of land take in this area, in the absence of additional adverse environmental impacts, as confirmed in the ES Addendum, provide a strong justification for this change.

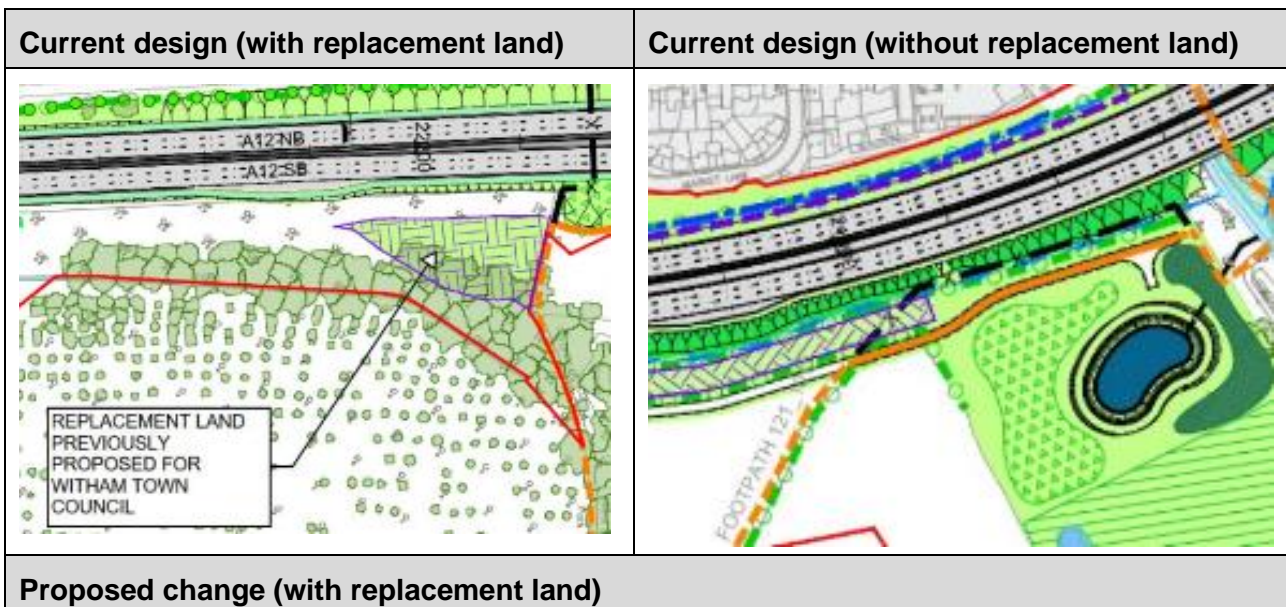
## **2.4 Change Three: Changes to the provision of replacement land at Whetmead and additional consequential changes reflecting change of ownership for open space in the Witham area**

### **Detail of the proposed change**

2.4.1 The Applicant has been made aware of a transfer of the freehold of parts of the open space land identified as being in Braintree District Council's freehold ownership, with the land being transferred to Witham Town Council. The transfer has not been registered at HM Land Registry as yet.

- 2.4.2 The Applicant has reflected this change in the Replacement Land Statement [TR010060/APP/7.9], Special Category Land Plan [TR010060/EXAM/10.7], Lands Plan [TR010060/EXAM/10.7], Book of Reference [TR010060/APP/4.3] and Annex C of the Statement of Reasons [TR010060/EXAM/9.63] all submitted with the Change Application, together with any additional consequential changes to other documentation. The request for certification therefore needs to change to reflect the changed land ownership.
- 2.4.3 The Applicant has also taken the opportunity to slightly alter the replacement land proposed to be provided to Witham Town Council. The land now proposed is near to the existing Whetmead Local Nature Reserve. The owner of the land being provided as replacement land will be consulted on this change. Again, no additional land is required, simply the purposes for which the land is being used has changed.
- 2.4.4 No changes to Works Plans or the description of the Works in the draft DCO are required. The Environmental Masterplan [TR010060/EXAM/10.12] and Special Category Land Plans [TR010060/EXAM/10.7] have been updated.
- 2.4.5 Whilst the Order limits and the nature of the proposed acquisitions would not change either in relation to the open space land or its replacement, the nature of the proposed replacement land will change as the land previously identified was proposed replacement land for Braintree District Council, will now be land that will be transferred to Witham Town Council.
- 2.4.6 This change is illustrated in Figure 2.3 and shown on Map Book 3 – Replacement Land, Witham - Part 1 of 1 [TR010060/EXAM/10.7].

**Plate 2.3 Before and after image of proposed Change Three**





### Rationale and pressing need for the change

- 2.4.7 As a result of ongoing engagement with Witham Town Council, the Applicant has taken the opportunity to slightly alter the location of the replacement land proposed to be provided to Witham Town Council. The land now proposed is near to the existing Whetmead Local Nature Reserve.
- 2.4.8 The Applicant has also been made aware of a transfer of the freehold of parts of the open space land identified as being in Braintree District Council's freehold ownership, with the land being transferred to Witham Town Council. The transfer has not been registered at HM Land Registry as yet. The benefits of this change in ensuring that the most appropriate land is provided for open space, in the absence of additional adverse environmental impacts, as confirmed in the ES Addendum, provides a strong justification for this change.

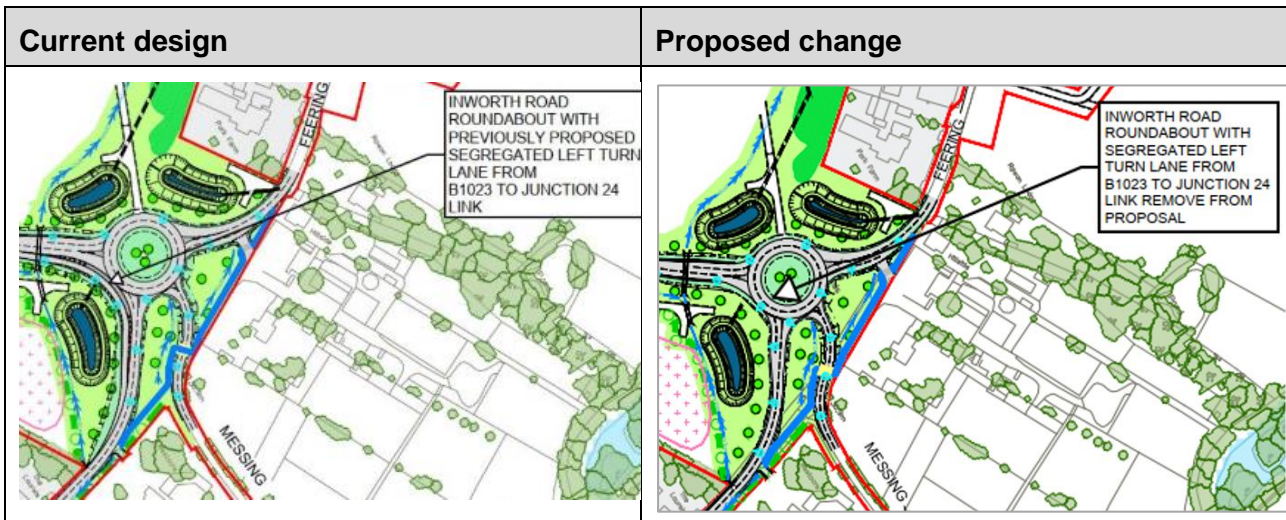
## 2.5 Change Four: Junction 24/Inworth Road, B1023 – Removal of the segregated left turn lane

### Detail of the proposed change

- 2.5.1 Discussion took place at Issue Specific Hearing 1 regarding the changed design to the roundabout on the B1023 linking to the approach to the newly proposed junction 24. This design previously consisted of a separate left turn lane (SLTL) for traffic approaching from the south along the B1023 and turning left to reach junction 24.
- 2.5.2 Through refinement of the design and validation against the strategic traffic model presented as part of the DCO Application, its inclusion is not required for the roundabout to perform acceptably in the proposed scheme's design year of 2042. Further to this, the proposed removal of the SLTL helps reinforce the local nature of the existing B1023 in this area, reduces the area of impermeable pavement and therefore the drainage burden in the immediate vicinity.
- 2.5.3 There are no significant impacts on land acquisition as a result – there may be a slight decrease in the final footprint of the road but, when current limits of deviation are taken into account, together with adjacent drainage works there is no proposal at this stage to alter the proposed area for land assembly.

2.5.4 This design change is illustrated in Figure 2.4 and shown on Map Book 4 – B1023 Flood Mitigation and Drainage - Part 1 of 1 [TR010060/EXAM/10.8].

**Plate 2.4 Before and after image of proposed Change Four**



**Rational and pressing need for the change**

2.5.5 This SLTL was proposed to alleviate the potential queuing of traffic turning left from the B1023 south of the roundabout, by removing the conflict of this movement with drivers wishing to turn right at the roundabout from the B1023 north of the roundabout.

2.5.6 Discussion took place at Issue Specific Hearing 1 regarding the changed design to the roundabout on the B1023 linking to the approach to the newly proposed junction 24. Through design refinement from the detailed design process, which is occurring in parallel with the application, and validation against the strategic traffic model presented as part of the DCO Application, its inclusion is not required for the roundabout to perform acceptably in the design year of 2042 for the proposed scheme (i.e. 15 years after opening). Further to this, the proposed removal of the SLTL helps to reinforce the local nature of the existing B1023 in this area and reduces the area of impermeable pavement and therefore the drainage burden in the immediate vicinity. These benefits, in the absence of additional adverse environmental impacts, as confirmed in the ES Addendum, provides a strong justification for this change.

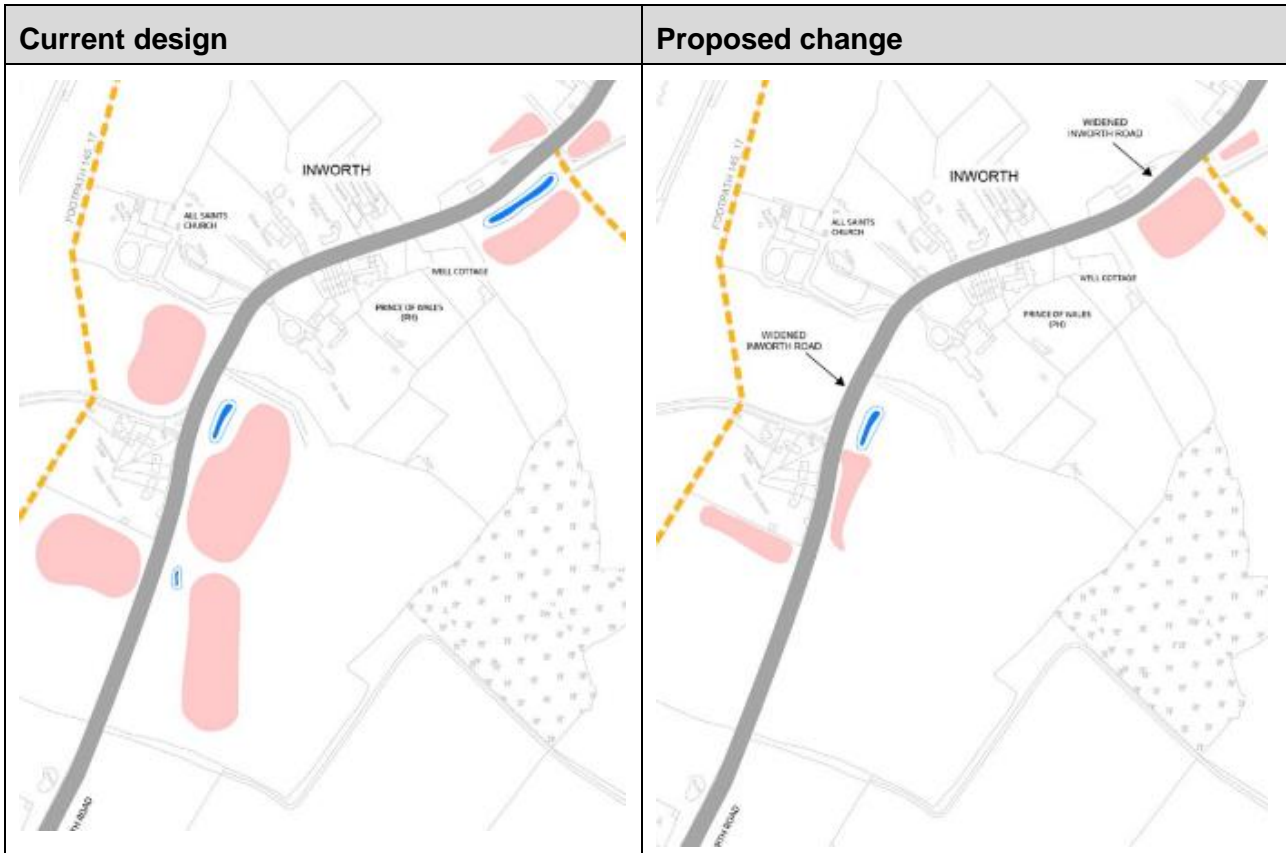
**2.6 Change Five: Drainage works associated with B1023 Kelvedon Road at Inworth**

**Detail of the proposed change**

2.6.1 As a result of representations received from affected parties and also further surveys carried out on the B1023 to investigate the causes for the existing flooding impacts along the B1023. It is now proposed to reduce the amount of attenuation pond works proposed on either side of the B1023 from four down to two and flood compensation areas from seven to four, and of those four two have reduced in size.

- 2.6.2 The following alterations have been applied to the Works plans and descriptions:
- a. Changed descriptions and areas of works:
    - i. Work No. 114 - flood mitigation area removed; ditch retained
    - i. Work No. 120 - will only comprise one flood mitigation area, rather than two
  - b. Works removed:
    - i. The following works will be deleted from Schedule 1 and the permanent works plans, with other plans being updated accordingly:
      - (i). Work No. 115
      - (ii). Work No.118
      - (iii). Work No. 121
- 2.6.3 This design change is illustrated in Figure 2.5 and shown on Map Book 5 – B1023 Roundabout - Part 1 of 1 [TR010060/EXAM/10.9].
- 2.6.4 There are no significant adverse environmental effects as a result of the reduced area of land to be required (or where land may now only be required temporarily or in relation to new rights, rather than freehold acquisition). There will be a reduction in the area of land required permanently and fewer physical works on either side of the B1023.
- 2.6.5 There are minor scale benefits arising from the changes, but these are not sufficient to change the significance of effect reported in the Environmental Statement. For example:
- More vegetation will be retained due to the reduced number of attenuation ponds, so less impact on biodiversity.
  - While there is less change to the landscape, this will not affect the impact magnitude of change on landscape which is assessed at a larger geographical scale.
  - There are few viewpoints in this location and views will change less.
  - There will be less land taken from agricultural land and removal of soils, but again this is not significant in the overall scale of the proposed scheme.

**Plate 2.5 Before and after image of proposed Change Five**



**Rational and pressing need for the change**

2.6.6 Subsequent to the submission of the DCO Application in August 2022, additional surveys and site investigations have been undertaken as part of the design development process. The updated design has been developed using this additional information to refine the highway drainage and flood mitigation proposals in the vicinity of the B1023 near Inworth. The additional information and the design refinement work undertaken includes:

- Site surveys, in particular of the existing drainage network (referred to as ‘post-submission drainage surveys’ hereafter), but also topographic and utilities surveys.
- Hydraulic modelling of watercourses. A lack of available information on the existing drainage network meant that the hydraulic modelling of watercourses was not undertaken for the design submitted with the DCO Application, which was accordingly based on a worst-case approach. With the additional information received, a hydraulic model has been built and used to refine the design of the proposed flood mitigation measures.
- The post-submission drainage surveys improved the understanding of the existing highway drainage. The surveys have been used to refine the highway drainage design and proposed attenuation ponds submitted with the DCO Application.

- 2.6.7 Several relevant representations from affected or interested persons into the Examination process identified the extensive land take for the flood mitigation measures and attenuation ponds for the design submitted in August 2022 as being of concern and therefore further assessment has been undertaken to attempt to address these concerns.
- 2.6.8 The updated design takes account of the location of an existing high pressure gas main that crosses the B1023 road. The design submitted with the DCO Application included flood mitigation storage areas that would have required excavation over this gas main, the location of which was unknown at the DCO preliminary design stage. The location of other underground services along the B1023 was also made available post-submission of the DCO Application and used for the updated design. The highway drainage attenuation storage ponds and watercourse flood mitigation storage areas have been adjusted in the updated design to minimise the impact on the existing foul sewer that crosses and runs alongside the B1023.
- 2.6.9 The post-submission drainage surveys confirmed that there is an existing damaged manhole chamber within the highway drainage network along the B1023 road. The damage to this chamber means the existing highway drainage is not functioning as it should. The post-submission drainage survey information enabled a hydraulic model to be built such that, when the damaged manhole was represented, it generated existing scenario results that better matched reports of flooding received from stakeholders. The hydraulic model has therefore been used to represent the baseline scenario and gives an improved understanding of the existing flood risk than was available for the design submitted with the DCO Application. The new baseline modelling resulted in a reduction of flood water reaching the B1023 road near Inworth compared to that calculated for the design submitted with the DCO Application. Furthermore, the new baseline modelling also shows that a greater conveyance of flood water away from the road would be possible with a repaired highway drainage system than had previously been assumed, while keeping the highway drainage system separate from the watercourse.
- 2.6.10 The benefits of this change in reducing the amount of land required and addressing concerns raised during the Examination, in the absence of additional adverse environmental impacts, as confirmed in the ES Addendum, provide a strong justification for this change.

## **2.7 Change Six: A120/junction 25 - Removal of the signalised crossroads and partial signalisation of the existing roundabout at A120/junction 25**

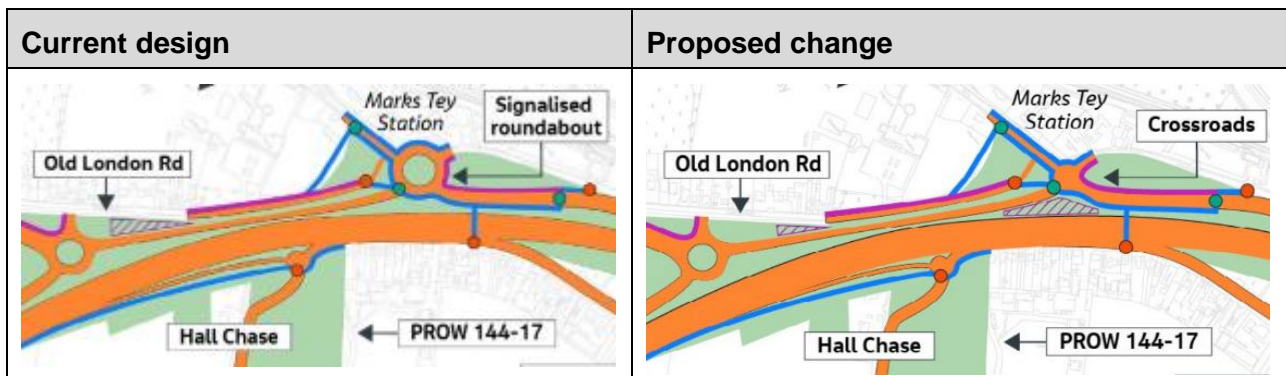
### **Detail of the proposed change**

- 2.7.1 In Marks Tey, the Applicant received representations from the Parish Council to request that the existing roundabout remain rather than it being replaced by a signalised all movements crossroads. Further investigation of traffic data indicates that a signalised roundabout will be capable of accommodating the traffic predicted at this location.



- 2.7.2 The retention of the roundabout, albeit with its signalisation, requires less land acquisition and has small impacts on the proposals for replacement land in this location. The replacement land located along Old London Road will be extended to accommodate this change.
- 2.7.3 Materially different effects arise for the proposed change at junction 25, as seven properties would no longer be predicted to be subject to significant adverse noise effects along London Road, through Copford. The change also has the positive impact of reducing the amount of tree felling required for the proposed scheme to proceed.
- 2.7.4 No changes to the description of Work No. 104 in the dDCO [TR010060/APP/3.1] is needed but as a result of the change there would only be minor works to the existing roundabout to provide for its signalisation, rather than it being replaced by an all-movements signalised crossroads. Utility Works U185, U186 and U186A have been realigned on the Utility Works Plans [Map Book 5 – B1023 Roundabout - Part 1 of 1] however there would be no need to change the current descriptions of these works as contained in the dDCO.
- 2.7.5 This design change is illustrated in Figure 2.6 and shown on Map Book 5 – B1023 Roundabout - Part 1 of 1 [TR010060/EXAM/10.9].

**Plate 2.6 Before and after image of proposed Change Six**



### Rational and pressing need for the change

- 2.7.6 In Marks Tey, the Applicant received representations during the Examination process from Marks Tey Parish Council to request that the existing roundabout remain rather than it being replaced by a signalised all movements crossroads. Through further design refinement as part of the detailed design process occurring in parallel with the Examination, the traffic signal phasing for the signalised junction has been refined and an optimal solution has been identified which would allow a partially signalised roundabout design to be implemented. These proposals would also satisfy the request of Marks Tey Parish Council to retain as many trees as possible within the existing Old Rectory roundabout. The benefits of this change in reducing the amount of land take, addressing concerns of an interested party and reducing the number of adverse noise effects, in the absence of additional adverse environmental impacts, as confirmed in the ES Addendum, provides a strong justification for this change.

### 3 Rationale for Applicant's consideration of the proposed changes as non-material

- 3.1.1 There is no specific legal or technical definition of the term "non-material". However, the Applicant has had regard to paragraphs 109 to 115 (Changing an application post acceptance) of the Examination Guidance.
- 3.1.2 In addition to the above, the Applicant has considered the matters set out in Table 3.1 when forming its view on whether the proposed changes are material. The guidance contained in Table 3.1, reflects the guidance that was contained in the previous version of AN16 (2015) which, while no longer applicable, does still provide a helpful guide as to what one may consider when determining whether a change is material.

**Table 3.1 AN16 (2015) considerations**

Considerations	Applicants consideration of materiality
Whether the change is substantial or whether the development now being proposed is not in substance that which was originally applied for.	The Applicant does not view the proposed changes as substantial, nor does it view the proposed changes as altering the substance of the DCO Application originally submitted in August 2022.
Whether the change would generate new or different likely significant environmental effect(s)	<p>The Applicant considers none of the proposed changes, either individually or cumulatively would have the potential to give rise to any new likely significant effects beyond those reported in the Environmental Statement as confirmed in the Environmental Addendum [TR010060/EXAM/10.12].</p> <p>The only materially different impact identified is in relation to Change Six at junction 25 in Marks Tey, (Work No. 104), leading to the removal of seven significant adverse noise effects along London Road, through Copford and close to junction 25.</p> <p>There will also (at junction 25 but not identified as a significant effect) be a reduction in the number of trees that would be required to be removed for the proposed scheme to progress in its current form.</p> <p>No other significant environmental effects have been identified as being materially different. It is very much the Applicant's case that there is no material worsening of environmental effects as a result of the proposed changes.</p>
Whether (and if so the extent to which) a change request involves an extension to the order land, particularly where this would require additional	All of the proposed changes are within existing DCO order limits as shown on the Land Plans [REP4-005] and therefore the Applicant does not seek additional compulsory acquisition powers.

compulsory acquisition powers e.g. for new plots of land and/or interests.	
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3.1.3 The Applicant recognises that ultimately it is for the ExA to determine whether new information constitutes a material change and that the ExA will need to consider the proposed changes both individually and cumulatively. However, the Applicant considers that the changes represent minor design changes, individually and cumulatively, and should therefore be viewed as non-material.

## 4 Consultation

- 4.1.1 The Applicant views that individually each of the changes would not be considered so material as to require extensive consultation. However, in accordance with AN16 and the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017 (the EIA Regulations), the Applicant has taken a conservative approach to consultation to ensure that any parties who would be affected by the proposed changes have been consulted (paragraph 3.3, AN16).<sup>1</sup> At least 28 days were allowed for consultation responses.
- 4.1.2 This chapter provides an overview of the consultation undertaken. See Change Application Consultation Report [TR010060/EXAM/10.13] for more detail on how the consultation was undertaken, who was consulted, materials shared and responses to the consultation.

## 4.2 Consultees

- 4.2.1 The Applicant has taken a conservative approach to consultation to ensure that any parties who would be affected by the proposed changes have been consulted (paragraph 3.3, AN16). The DCO change application consultation therefore included consultation with the following groups of consultees (refer to Chapter 2 of the Change Application Consultation Report [TR010060/EXAM/10.13] for further details).
- Prescribed consultees (s42(1)(a)) – all prescribed consultees for the proposed scheme irrespective of whether or not they would be affected by the proposed changes.
  - Local authorities (s42(1)(b)) – all local authorities irrespective of whether or not they would have been affected by the proposed changes.
  - Landowners (s42(1)(d)) – those landowners who would be potentially affected by the proposed changes.
  - Consultation bodies identified by the Planning Inspectorate (Regulation 11(1)(a)) – all consultation bodies irrespective of whether or not they would be affected by the proposed changes
  - Interested parties (parties who submitted Relevant Representations where the Applicant held address details)
  - Local community (See Plates 2.7 and 2.8, Change Application Consultation Report [TR010060/EXAM/10.13] for catchment)
- 4.2.2 Since the consultation has closed, the Applicant has identified a small number of consultees from the Planning Inspectorate's Regulation 11(1)(a) list who have been missed. In line with the Applicant's conservative approach to the

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<sup>1</sup> As set out in Chapter 2 of the Change Application Consultation Report [TR010060/EXAM/10.13], while a small group of consultees were missed from the initial mail out those consultees have now been written to.

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consultation, and while the Applicant does not think that these parties are likely to be affected by the proposed changes, the Applicant has consulted them to ensure that all consultation bodies have been directly informed.

## 4.3 Consultation Publicity

4.3.1 The Applicant used several methods as listed below to raise awareness of the Change Application and provide an opportunity for all to respond. These methods generally reflect the requirements of the EIA Regulations.<sup>2</sup>

- Mailout (This letter is included in Annex C of the Change Application Consultation Report [TR010060/EXAM/10.13]) (See Plates 2.7 and 2.8, Change Application Consultation Report [TR010060/EXAM/10.13] for mailout zone)
- Proposed scheme webpage  
[REDACTED]
- Site notices (A copy of the site notice is provided within Annex B of the Change Application Consultation Report [TR010060/EXAM/10.13])
- DCO change application consultation publicity notice (Copies of the newspaper notices are provided within Annex E of the Change Application Consultation Report [TR010060/EXAM/10.13])

## 4.4 Consultation Methods

4.4.1 The Applicant provided further information regarding the consultation by the following methods:

- Webinars
- Deposit locations
- Consultation materials

## 4.5 Response Methods

4.5.1 Respondents were invited to submit feedback to the Applicant by:

- Completing the online feedback form on the proposed scheme website  
[REDACTED]
- Emailing [A12chelmsfordA120wide@nationalhighways.co.uk](mailto:A12chelmsfordA120wide@nationalhighways.co.uk)
- Writing to FREEPOST A12 WIDENING

## 4.6 Consultation responses

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<sup>2</sup> Please refer to

- 4.6.1 A total of 28 responses were received during the DCO change application consultation period. These were received through the online response form CitizenSpace and email. The format which the responses were received is shown in Table 4.1. The number of responses for each respondent type according to the Planning Act 2008 is provided in Table 4.2.

**Table 4.1 Consultation responses received**

Type of response	Number of responses
Online response form	6
Email	22
Hard copy response form or letter	0
Total	28

**Table 4.2 Consultation responses received by respondent type**

Respondent type	Number of responses
Prescribed consultees (Section 42(1)(a) and (b))	14
Persons with an interest in land (PILs) (Section 42(1)(d)) and Interested Parties	12
Public – local communities and other stakeholders (Section 47)	2
Total	28

- 4.6.2 The 28 responses contained comments that were either associated with a specific design change or a project wide matter. All the responses received and considered are included in Annex F of the Change Application Consultation Report [TR010060/EXAM/10.14].

## 5 Changes to land take

- 5.1.1 The Applicant can confirm that no land outside the current order limits is required for proposed changes being sought in the Change Application. As a result, the Applicant is not seeking to acquire any additional land for the purposes of the Change Application, therefore the Infrastructure Planning (Compulsory Acquisition) Regulations 2010 (CA Regulations) are not engaged.
- 5.1.2 The Applicant can confirm that, whilst the purposes for which compulsory acquisition is proposed will change as a result of some of the proposed changes, there will be no "ratcheting up" of the nature of proposed compulsory acquisition. There are no instances of plots previously required for new rights and/or temporary powers that are now required on a freehold acquisition basis.
- 5.1.3 As a result of the proposed changes, a number of land plots are proposed to reduce in area and have therefore been split into a number of different plots. Table 5.1 details the plots which will reduce from the proposed changes, the difference in land take against each affected land plot and the new plot numbers.

**Table 5.1 Plots affected**

Previous Plot No.	New Plot No. and Area (sqm)	Need for Change
2/12g	2/12g - 54,021 2/12m - 11,109 2/12n - 13,638 2/12o - 4,681 2/12p - 220	Reduced permanent acquisition land
5/12c	5/12c - 26156 5/12j - 1585	Reduced permanent acquisition land
8/45b	8/45b - 32068 8/45f - 2695	Reduced plot extent to accommodate new area of replacement land
14/1g	14/1g - 1764 14/1j - 865	Reduced permanent acquisition land
20/4a	20/4a - 122 20/4g - 4191	Reduced permanent acquisition land
20/4b	20/4b - 13396 20/4h - 609	Reduced permanent acquisition land

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20/4e	20/4e - 3352 20/4i - 4276	Reduced permanent acquisition land
20/9a	20/9a - 9103 20/9b - 1966 20/9c - 5926 20/9d - 9761	Reduced permanent acquisition land
20/10a	20/10a - 5499 20/10b - 3055 20/10c - 3452	Reduced permanent acquisition land



## 6 Environmental conclusions

### 6.1 Introduction

- 6.1.1 The Applicant has produced an Environmental Statement Addendum (ESA) [TR010060/EXAM/10.12] to present an assessment of any new or different signification effects that are likely to result from the proposed changes to the proposed scheme and to support the ExA in developing an informed view of the likely significant environmental effects of the proposed scheme.
- 6.1.2 The ESA only covers changes from the Environmental Statement submitted for the DCO Application, and as such is intended to be read alongside the original Environmental Statement [APP-068 to APP-084] as well as subsequent submissions by the Applicant into the Examination process (which can be found in the Examination Library). If no change is listed in the ESA, then the conclusions are the same as those presented in the submitted Environmental Statement.
- 6.1.3 Chapter 6 of this Summary Report summarises the conclusions of the ESA [TR010060/EXAM/10.12].

### 6.2 Junction 19– redesign of north bound on slip road

- 6.2.1 Overall, the change impacts would not be on a scale or magnitude to change the significant effects for any environmental topic reported in the Environmental Statement. No new mitigation measures would be required. There are therefore no new or different likely significant environmental effects expected as a result of the proposed design change.
- 6.2.2 There would be slightly more vegetation loss between the A12 and the A138 due to the revised slip road. However, the vegetation that would be lost is not designated or recognised as veteran, ancient or notable and is assessed as low quality and low value. Changes would be very localised, and therefore there would be no change to the landscape and visual assessment in Chapter 8: Landscape and Visual of the Environment Statement [APP-075].
- 6.2.3 The design change has the potential to affect water quality due to the change in drainage ponds, which provide mitigation before water is discharged into a watercourse. The outfalls have been assessed to reflect the design changes, and this shows that they all pass the Environmental Quality Standards. One catchment would be removed, which would remove a slight adverse effect reported in Environmental Statement in Appendix 14.1: Water quality assessment report [APP-158]. There would be no change to the significant effects for the remaining catchments reported in the Environmental Statement.
- 6.2.4 There would be a slightly reduced impact on groundwater, as the revised slip road would not require as deep a cutting as the original design. There would be no change in impacts on flood risk. The changes from the new design would not be at a level that would change the conclusions on likely significant effects in Chapter 14: Road Drainage and the Water Environment of the Environmental Statement [APP-081].

- 6.2.5 Exclusion of Anglian Water pumping station from land proposed for compulsory acquisition at Hatfield Peverel. The design change is a small reduction in size of an ecology mitigation area. This would not result in a change of impacts for any environmental topic compared to what was reported in the Environmental Statement submitted in the DCO Application. No new or different mitigation measures would be required. There are therefore no new or different likely significant effects from the proposed design change.
- 6.3 Changes to the provision of replacement land at Whetmead and additional consequential changes reflecting change of ownership for open space in the Witham area**
- 6.3.1 The change in potential impacts from the changes to replacement land are considered negligible, as they would only result in minor amendments to the landscape design. The change in impacts would not be on a scale or magnitude to change the significant effects for any environmental topic reported in the Environmental Statement submitted in the DCO Application. No new or different mitigation measures would be required. There are therefore no new or different likely significant effects from the proposed design change.
- 6.4 Junction 24/Inworth Road B1023 - Removal of the segregated left turn lane**
- 6.4.1 The change in potential impacts from the removal of the junction 24 B1023 segregated left turn is considered negligible, as there would be no change in land take or traffic flows from the new design. The change in impacts would not be on a scale or magnitude to change the significant effects for any environmental topic reported in the Environmental Statement submitted in the DCO Application. No new or different mitigation measures would be required. There are therefore no new or different significant effects arising from the proposed design change.
- 6.5 Drainage works associated with B1023 Kelvedon Road at Inworth**
- 6.5.1 Overall, the change in impacts would not be on a scale or magnitude to change the significant effects for any environmental topic reported in the Environmental Statement. No new mitigation measures would be required. There are therefore no new or different likely significant environmental effects expected as a result of the proposed design change.
- 6.5.2 Due to the removal or reduction in size of some proposed flood mitigation areas and drainage ponds, the duration and scale of impacts during construction on the settings of five listed buildings would be reduced. However, this would not change the overall significance of effect assessed in Chapter 7: Cultural Heritage of the Environmental Statement [APP-074].
- 6.5.3 Localised landscape impacts along B1023 would be slightly reduced as there would be less vegetation removal due to the removal and reduction in size of some drainage ponds and flood mitigation areas. Given the localised change of

impacts, there would be no change to the landscape and visual effects reported in Chapter 8: Landscape and Visual of the Environmental Statement [APP-075].

- 6.5.4 There would be a slight reduction in localised biodiversity impacts as the removal and reduction in size of some drainage ponds and flood mitigation areas would increase the distance between construction activities and sensitive ecological features, as well as reduce vegetation loss. This would not be of a scale to change the significant effects reported on biodiversity reported in Chapter 9: Biodiversity of the Environmental Statement [APP-076].
- 6.5.5 There would be a slightly reduced impact on agricultural landholdings and soil due to the reduced land take for drainage ponds and flood mitigation areas. This would not be of the scale to change the significant effects on agricultural landholdings and soils reported in Chapter 10: Geology and Soils [APP-077] and Chapter 13: Population and Health of the Environmental Statement [APP-080].
- 6.5.6 The design change has the potential to affect water quality due to the change in drainage ponds, which provide mitigation before water is discharged into watercourse. The outfalls for B1023 have been assessed to reflect the design changes, and this shows that they all pass the Environmental Quality Standards. There is therefore no change to the water quality conclusions in the Environmental Statement. Flood risk mitigation would still deliver a large benefit over the existing situation, as reported in Chapter 14: Road Drainage and the Water Environment of the Environmental Statement [APP-081].
- 6.6 Junction 25 - Removal of the signalised crossroads and partial signalisation of the existing roundabout at A120/junction 25**
- 6.6.1 The impact of the changes to air quality from the new junction layout is considered negligible. The air quality model for the junction changes showed that of the 260 modelled human health receptors in Chapter 6: Air Quality of the Environmental Statement [APP-073], there are modelled changes at 36 receptors for annual mean nitrogen dioxide concentrations, nine receptors for annual mean PM<sub>10</sub> (particulate matter) concentrations and 17 receptors for PM<sub>2.5</sub> concentrations. Three receptors resulted in an adverse change from an imperceptible to small impact. Five receptors resulted in a beneficial change from a small impact to an imperceptible impacts. There are no receptors within the modelled concentrations above the relevant Air Quality Objective.
- 6.6.2 Localised landscape impacts around junction 25 would be slightly reduced when considering the new design as the roundabout layout would make it possible to retain existing vegetation within the existing roundabout junction. Given the localised change of impacts, there would be no change to the landscape and visual effects reported in Chapter 8: Landscape and Visual of the Environmental Statement [APP-075].
- 6.6.3 There would be a reduced noise increase at the seven dwellings along London Road in Copford which were predicted to experience significant adverse effects due to an increase in traffic, as reported in Chapter 12: Noise and Vibration of the Environmental Statement [APP-079]. This is due to the predicted reduction in traffic flow along London Road between Copford and Stanway as a result of

the new junction design. There are no longer significant adverse effects at the seven receptors along London Road due to the reduced noise increase.

- 6.6.4 There would be no new significant effects from the design change. However, there would be a beneficial change in noise impacts due to a reduction in traffic flows along London road from the assessment in the Environmental statement submitted under the DCO. This would remove significant adverse effects for seven receptors in Copford.

## **7 Conclusion and formal request for proposed changes to me made**

- 7.1.1 The changes proposed by the Applicant are to reflect changes proposed or requested by the relevant parties and/or a result of detailed design. The proposals for change have arisen principally because of the additional information and clarity of positions provided in the earlier stages of the Examination. Of themselves they do not require additional land acquisition and it is hoped therefore that each of the proposed changes will be uncontroversial, even if it is considered the proposals are "material" in planning terms.
- 7.1.2 The Applicant submits that the changes proposed in the Change Application should be accepted by the ExA as a non-material change (both individually and collectively) and without additional consultation to that outlined in Chapter 4. The ExA is asked to accept the changes on the basis that they:
- (i) are minor in nature;
  - (ii) are all within the Order limits;
  - (iii) do not require any additional powers of compulsory acquisition and therefore no further steps are necessary under the Infrastructure Planning (Compulsory Acquisition) Regulations 2010; and
  - (v) do not generate new or materially different likely significant environmental effects.
- 7.1.3 Additionally, the Applicant has undertaken pre-submission consultation, sharing information prior to the Change Application. Therefore it is anticipated that it will be possible for the ExA to issue its decision fairly swiftly after receipt of the documentation. This will allow over one month of Examination time for Rule 17 requests or other additional information required, and also allows for two hearing days to be utilised if required.
- 7.1.4 It is therefore the Applicant's view that there is sufficient time for the ExA to consider the proposals and hear additional representations, if required, prior to the close of the Examination (12<sup>th</sup> July 2023).

## Appendix A - Change Application Compliance Table

AN16 Ref.	AN16 Requirement	Details of Compliance
<b>Steps Required for the Change Application</b>		
<b>Step 1</b>	Applicant decides to request a change to an application which has already been accepted for examination and informs the ExA in writing (the Change Notification), including the relevant information set out in Figure 2.	Change Notification submitted on 30 March 2023.
<b>Step 2</b>	ExA provides advice to the Applicant about the procedural implications of the proposed change and about the need, scale and nature of consultation that the Applicant may need to undertake.	The ExA's Rule 9 Letter received on 6 April 2023.
<b>Step 3</b>	To the appropriate extent, the Applicant carries out consultation about the proposed change. This step may be initiated earlier in order to potentially save time and inform the Applicant's approach.	Consultation was carried out between 13 April to 14 May 2023. Further detail of the consultation carried out can be found in the Change Application Consultation Report [TR010060/EXAM/10.13].
<b>Step 4</b>	Applicant makes formal request to the ExA to change the application (the Change Application) by providing the relevant information set out in Figure 2.	This Summary Report forms part of the Change Application submitted by the Applicant on 30 May 2023.
<b>Step 5</b>	ExA makes a Procedural Decision on whether or not to accept and examine the changed application and confirms how it will be examined.	This step is for the ExA.
<b>Step 6</b>	Where the ExA has decided that the changed application can be examined, the examination proceeds in consideration of the changed application. Where the ExA has decided that the changed application cannot be examined, the Applicant will need to decide how to proceed (see paragraph 2.1 of this Advice Note).	This step will be completed after there is a decision on the Change Application.
<b>Figure 2b: What to include in the Change Application</b>		
<b>Point 1</b>	A confirmed/ updated description of the proposed change (see 2a, above). <i>(A clear description of the proposed change, including any new/ altered works and any new/ altered ancillary matters.)</i>	Chapter 2 of this Summary Report.
<b>Point 2</b>	A confirmed/ updated statement setting out the rationale and pressing need for making the change (see 2a, above). <i>(A statement setting out the rationale and pressing need for making the change with reference to the Examination Guidance, any</i>	Chapter 2 of this Summary Report.

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	<i>relevant National Policy Statement(s) as appropriate and any other important and relevant matters. This statement should include a robust justification for making the change after the application has been accepted for examination.)</i>	
<b>Point 3</b>	A full schedule of all application documents and plans listing consequential revisions to each document and plan or a 'no change' annotation. The schedule should include an update of any consents/ licences required and whether (given the proposed change to the application) there will be any impediment to securing the consents/ licences before the Examination is concluded.	<p>Schedule of Changes to DCO Application Documents [TR010060/EXAM/10.3].</p> <p>In addition to the above the Applicant confirms that the proposed changes to the DCO Application documents do not result in any changes to the consents/licences identified for the proposed scheme and further that the proposed changes do not impede on securing those consents/licences.</p>
<b>Point 4</b>	Clean and track changed versions of the draft DCO showing each proposed change, and a revised draft Explanatory Memorandum. If drafting changes have been made to the draft DCO during the course of the Examination, applicants should check with the ExA which version of the draft DCO and draft Explanatory Memorandum should be used for this purpose.	<p>A clean and tracked changed version of the dDCO has been provided with the Change Application [TR010060/APP/3.1].</p> <p>The changes to the dDCO submitted with the Change Application have been made to the most recent version of the dDCO submitted into the Examination at Deadline 5 [REP5-004]. This approach was confirmed with the Planning Inspectorate during a meeting held on 17 May 2023.</p> <p>The Applicant has also provided a clean copy of the Explanatory Memorandum with the Change Application [TR010060/APP/3.2] to ease review of the dDCO. However, as there are no changes to the Explanatory Memorandum as a result of the proposed changes the Applicant has not provided a tracked changed version.</p>
<b>Point 5</b>	If the CA Regulations are engaged applicants must provide the information prescribed by Regulation 5 of the CA Regulations (namely a supplement to the submitted Book of Reference, a Land Plan identifying the additional land, a Statement of Reasons as to why the additional land is required and a statement indicating how it is proposed to fund acquisition of the additional land (a Funding Statement)) and should clarify how it is considered that the procedural requirements of the CA Regulations can be met within the remaining statutory	Please see Chapter 5 of this Summary Report confirming that the CA Regulations are not engaged for this Change Application.

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	<p>timescales. Clean and track changed versions of these documents should be provided.</p>	
<p><b>Point 6</b></p>	<p>If the proposed change results in any new or different likely significant environmental effects, provision of other environmental information and confirmation that:</p> <p>a. the effects have been adequately assessed and that the environmental information has been subject to publicity. Whilst not statutorily required, the publicity should reflect the requirements of <a href="#">The Infrastructure Planning (Environmental Impact Assessment) Regulations 2017</a> (the EIA Regulations) and applicants should also submit copies of any representations received in response to this publicity with the change request.</p> <p>b. any consultation bodies who might have an interest in the proposed changes have been consulted (reflecting the requirements of the EIA Regulations). Applicants should submit copies of any responses received from consultation bodies with the Change Application. Applicants should identify those consultation bodies who were consulted on the proposed changes but not on the original application.</p>	<p>Please refer to Chapter 2 of the Applicant’s Consultation Report [TR010060/EXAM/10.13] (accompanying this Change Application) for details of how the publicity requirements have been met. Copies of the notices publicising the consultation on the proposed changes (as published in the press, served on individuals, and as affixed on site) are included, respectively, in Annexes B, C, D and E to the Consultation Report [TR010060/EXAM/10.14]; examples of the approach to publicity about the proposed changes on the Applicant’s website and on its social media platforms are set out in Appendices D and E of the Consultation Report; and copies of the consultation responses are provided in Annex F [TR010060/EXAM/10.14].</p>
<p><b>Point 7</b></p>	<p>Where consultation has been carried out (either voluntarily, at the direction of the ExA or pursuant to the requirements of the CA Regulations) a Consultation Report must be provided. The Consultation Report must confirm who has been consulted in relation to the proposed change, explain why they have been consulted, and include the Applicant’s consideration of the content of the consultation responses received. Copies of any consultation responses received by an applicant should also be included in the Consultation Report as an annex.</p>	<p>Change Application Consultation Report [TR010060/EXAM/10.13] at Chapter 2 sets out who has been consulted and why.</p> <p>Annex F of the Change Application Consultation Report [TR010060/EXAM/10.14] contains the Applicants consideration of the content of the consultation responses.</p> <p>Annex H of the Change Application Consultation Report [TR010060/EXAM/10.14] contains copies of all consultation responses received by the Applicant.</p>

**Additional requirements from the Rule 9 Letter**



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<b>Consultation</b>	When submitting the change request, it is recommended that you submit a statement encompassing a non-statutory consultation report setting out the detail and methodology of the undertaken consultation.	The Change Application Consultation Report [TR010060/EXAM/10.13] has been submitted with the Change Application.
<b>Consultation</b>	Please ensure that consultation responses are sent directly to the Applicant and not to the Planning Inspectorate.	As set out in Chapter 4 of this Summary Report all consultees were directed to provide their responses to the consultation directly to the Applicant.
<b>Consultation</b>	The ExA would also advise that updated documents submitted with the formal change request in accordance with AN16 should include both clean and tracked changed versions...	<p>The Applicant confirms that it has submitted clean and tracked changed versions of documents affected by the proposed changes.</p> <p>The only exception to this is that the Book of Reference submitted with the Change Application [TR010060/EXAM/9.44] is accompanied by a Schedule of changes to BOR at Change Application [TR010060/EXAM/9.44] setting out the changes to that document. This reflects the approach taken during the Examination and is appropriate given the size of the Book of Reference.</p>
<b>Consultation</b>	...and also include a full Schedule of Changes (as indicated in Figure 2b of AN16) and an updated Guide to the Application.	The Applicant has provided a Schedule of Changes to DCO Application Documents [TR010060/EXAM/10.3] and a revised Application Document Tracker [TR010060/EXAM/9.6] is provided (which provides the same information as a Guide to Application).