

Medworth Energy from Waste Combined Heat and Power Facility

PINS ref. EN010110
Revision: 1.0
June 2023



Non-Statutory Consultation Proposed Changes Statement of Purposes

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Contents

1.	Introduction	3
1.1	Purpose of the Statement	3
2.	The Proposed Changes	5
2.1	Need for the Change	5
3.	Environmental Appraisal and Other Consents and Licences	9
4.	Non-Statutory Consultation	10
1.	Review of Environmental Information	2
1.1	Introduction	2
1.2	Assumptions and Limitations	2
1.3	Review of the Proposed Changes	2
1.4	Habitat Regulations Assessment	13
1.5	Summary	13

Figure 2.1	Additional areas of existing and future public highway for Change 1	7
Figure 2.2	Additional areas of existing public highway for Change 2	8

Appendix A	General Arrangement of revised signal scheme forming Change 1
Appendix B	New Pavement Works Forming Change 2
Appendix C	New Land Within the Order Limits
Appendix D	Environmental Appraisal for the Change Application

1. Introduction

1.1 Purpose of the Statement

1.1.1 Medworth CHP Limited (the Applicant) has applied to the Secretary of State for a Development Consent Order (DCO) under the Planning Act 2008 to construct operate and maintain an Energy from Waste (EfW) Combined Heat and Power (CHP) Facility on the industrial estate, Algores Way, Wisbech, Cambridgeshire. Together with associated Grid Connection, CHP Connection, Water Connections, Access Improvements and Temporary Construction Compound (TCC), these works are the Proposed Development. The DCO application was accepted on 2 August 2022 and the Examination commenced on 21 February 2023.

1.1.2 The Proposed Development would comprise:

- The Medworth EfW CHP Facility, to be located on land south-west of Wisbech on an industrial estate centred around Algores Way, within the administrative areas of Cambridgeshire County Council and Fenland District Council;
- A CHP Connection to export steam and electricity to surrounding business users located north of the EfW CHP Facility along the route of the disused March to Wisbech Railway, crossing Weasenham Lane via a pipe-bridge and terminating at the Nestlé Purina pet food manufacturing factory;
- Access Improvements on New Bridge Lane to create a new access/egress to the EfW CHP Facility Site for construction and HGVs during operation, located on the southern boundary of the EfW CHP Facility Site, and Algores Way to provide staff and visitor car and pedestrian access/egress to the EfW CHP Facility Site by reconfiguring the existing access point;
- A Grid Connection, running underground for its entire length, from the onsite substation located in the southern area of the EfW CHP Facility Site along the verge of the A47 to the National Electricity Transmission Network distribution system at UKPN's substation off Broadend Road, Walsoken, extending into the administrative areas of Norfolk County Council and the Borough Council of King's Lynn and West Norfolk and including a new substation adjacent to the existing UKPN substation;
- Water Connection for potable water via a new water main, running underground from the southern boundary of the EfW CHP Facility Site southeast along New Bridge Lane before either entering a commercial orchard and then crossing underneath the A47 or crossing the A47 and the southern end of New Bridge Lane, to join an existing water main. The water main would be constructed by the Applicant or Anglian Water;
- Water Connection for foul water from an existing pumping station operated by Anglian Water, located north-east of the Algores Way site entrance, into the EfW CHP Facility. The foul water connection would be constructed by the Applicant or Anglian Water;

4 Proposed Changes - Statement of Purposes

- A Temporary Construction Compound for staff parking, offices and welfare facilities associated with the construction of the Proposed Development to be located adjacent to the eastern boundary of the EfW CHP Facility Site, separated by a drainage ditch; and
- Environmental mitigation and enhancement works including landscaping and noise mitigation measures.

1.1.3 On 5 June 2023 the Applicant submitted a request for two non-material changes (“the Proposed Changes”) to the DCO application (“the Change Request”). The Applicant is now undertaking a non-statutory consultation on the Proposed Changes.

1.1.4 The Proposed Changes are as follows:

- Change 1: Minor amendments to the Order limits within the boundary of the existing or future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway forming part of Work No. 4A (the “Cromwell Road Junction Signal Scheme”) and temporary possession powers.
- Change 2: Minor amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement forming part of Work No. 4A (the “Salters Way Junction Pavement Works”).

1.1.5 The reasons for the Proposed Changes, including maps showing the location and extent of the changes, are set out below.

1.1.6 Further details are available in the Change Report [AS-028] and supporting documentation, submitted as part of the Change Request. This is available to view on the Planning Inspectorate project page: <https://infrastructure.planninginspectorate.gov.uk/projects/eastern/medworth-energy-from-waste-combined-heat-and-power-facility/?ipcsection=docs&stage=4&filter1=Additional+Submissions>

1.1.7 All document references given in square brackets may be found by reference to the Examination Library on the Planning Inspectorate website: <https://infrastructure.planninginspectorate.gov.uk/wp-content/ipc/uploads/projects/EN010110/EN010110-000900-Medworth%20Examination%20Library.pdf>

2. The Proposed Changes

2.1 Need for the Change

Change 1: Minor amendments to the Order limits within the boundary of the existing and future public highway at the junction of Cromwell Road and New Bridge Lane to facilitate the carrying out of the Access Improvements to the public highway forming part of Work No. 4A (the “Cromwell Road Junction Signal Scheme”)

- 2.1.1 The proposed HGV access to the Medworth EfW CHP Facility is located off New Bridge Lane. During construction and operation of the EfW CHP Facility, and as secured via Requirements 11 and 12 of Schedule 2 to the draft DCO [\[AS-024\]](#), HGVs will travel from the A47 along Cromwell Road, turning right, eastwards, onto New Bridge Lane at this junction.
- 2.1.2 The Proposed Development includes a signal scheme at the Cromwell Road and New Bridge Lane Junction. The Cromwell Road Junction Signal Scheme will include:
- Provision of stop lines and primary and secondary traffic signal columns on all arms of the junction;
 - Realignment of the kerbs throughout the junction to accommodate additional lanes and the swept path of anticipated HGV movements.
 - Provision of islands within the junction to accommodate the new traffic signal equipment.
 - Provision of signalised right turns on the B198 Cromwell Road North and South arms with right turn only lanes and right turn road markings mid junction.
 - Provision of a signalised pedestrian crossing over New Bridge Lane East arm.
 - Provision of all necessary road markings to ensure clear guidance to vehicles.
- 2.1.3 A plan showing the general arrangement of the Cromwell Road Junction Signal Scheme is included in Appendix A, which is also included as Figure 3.19iii in Appendix C to the Change Report [\[AS-028\]](#).
- 2.1.4 Swept path analysis confirms that sufficient land is available and included within the Order limits to accommodate the Cromwell Road Junction Signalisation Scheme (see Figure 2.1). The Cromwell Road Junction Signalisation Scheme has been designed in accordance with Cambridgeshire County Council Standard Specification for Traffic Systems and Signals, Traffic Signs Manual – Chapter 6 Traffic Control and Traffic Signs Manual – Chapter 5 Road Markings.
- 2.1.5 For approaching road users, clear lines of sight exceeding 50m are available at all four arms of the Cromwell Road Junction Signalisation Scheme.

Figure 2.1 Extracts from the swept path analysis of the Cromwell Road junction

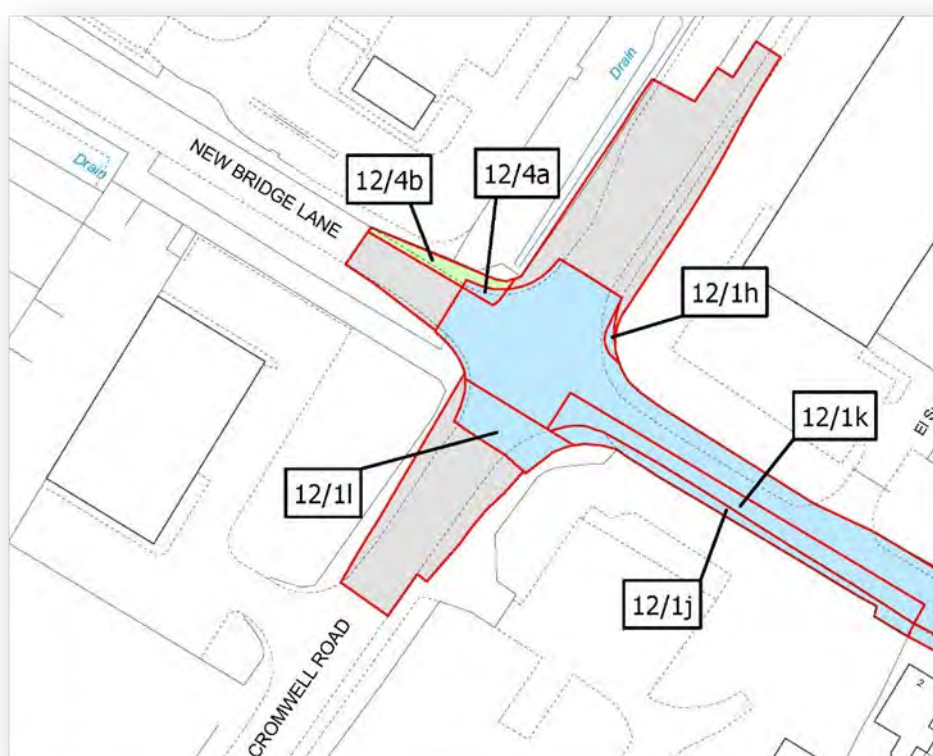


- 2.1.6 A junction capacity model has been produced on behalf of the Applicant to test the operation of the junction and includes the existing Tesco traffic signal junction. The junction model demonstrates that both junctions have sufficient highway capacity with the proposed Cromwell Road Junction Signalisation Scheme and the traffic generated by Proposed Development.
- 2.1.7 A Stage 1 Road Safety Audit has been undertaken by independent and qualified road safety auditors approved by CCC and it has not identified any major issues with the proposed Cromwell Road Junction Signalisation Scheme.
- 2.1.8 In order to facilitate the Cromwell Road Junction Signal Scheme, the Applicant proposes to extend the Order limits to include additional areas of the existing and future public highway. In respect of the existing public highway, as the Applicant will only be undertaking highway works pursuant to Article 11 of the draft DCO [\[AS-024\]](#) in these additional areas, no compulsory acquisition powers are required over these additional areas.
- 2.1.9 In respect of the remaining land, whilst this land constitutes a street (as defined in the draft DCO), this land is subject to a section 106 Agreement between CCC and Tesco Stores Limited that provides for its future dedication as public highway (i.e., it is not currently maintainable at public expense). All works to this land by the

Applicant will be undertaken using either the powers to carry out works to a street in Article 11 of the draft DCO [AS-024] and/or temporary possession powers pursuant to Article 32 of the draft DCO [AS-024]. No compulsory acquisition powers are required over this small additional area outside the current public highway extent.

- 2.1.10 The additional areas of existing and future public highway are shown in grey (being existing public highway) and green (being future public highway over which temporary possession powers are being sought), in **Figure 2.1** Additional areas of existing and future public highway for Change 1.

Figure 2.1 Additional areas of existing and future public highway for Change 1



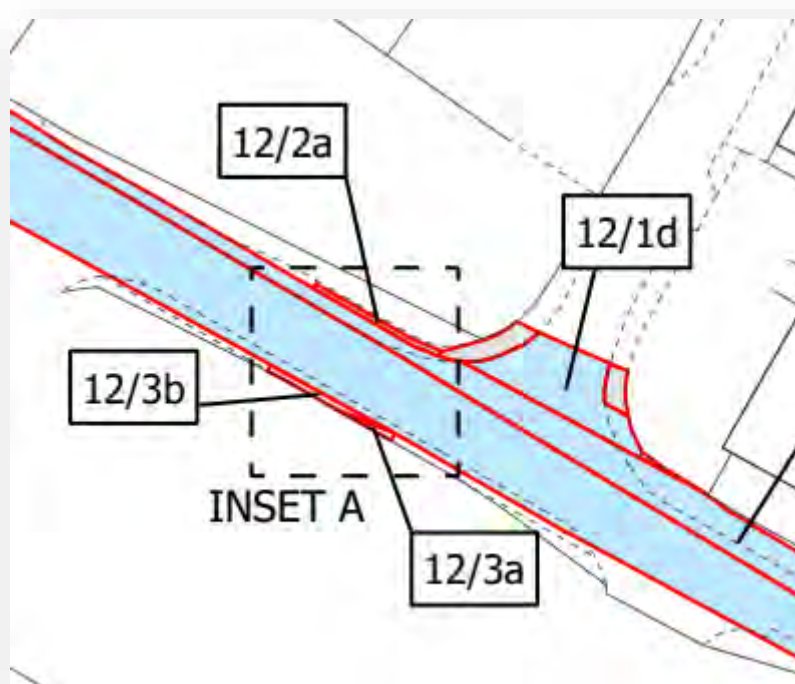
- 2.1.11 A plan showing the extent of the changes to the Order limits is included in Appendix C, where the new land is shown coloured orange.

Change 2: Minor Amendments to the Order limits within the boundary of the existing public highway at the junction of New Bridge Lane and Salters Way to install proposed drop kerbs to the existing pavement forming part of Work No. 4A (the "Salters Way Junction Pavement Works")

- 2.1.12 The Salters Way Junction Pavement Works consist of improvement works in the form of a dropped kerb crossing with tactile paving which is planned for the southern end of Salters Way for the benefit of pedestrians and other non-motorised users. These works will be located within the existing footpath and will provide a formal point of crossing for the benefit of all pedestrians but particularly those with pushchairs, wheelchairs or with restricted vision.

- 2.1.13 In order to facilitate the Salters Way Junction Pavement Works, the Applicant proposes to extend the Order limits to include additional areas of the existing public highway. As the Applicant will only be undertaking highway works to the existing public highway pursuant to Article 11 of the draft DCO [\[AS-024\]](#) in these additional areas, no compulsory acquisition powers are required over these additional areas. The Applicant does not require any additional temporary possession powers to carry out the Salters Way Junction Pavement Works as the pavement forms part of the existing public highway.
- 2.1.14 The Salters Way Junction Pavement Works are shown in Appendix B, which is also included as Figure 3.19i REV1A New Bridge Lane Access Proposals in Appendix C to the Change Report [\[AS-028\]](#).
- 2.1.15 The land identified in grey on **Figure 2.2** Additional areas of existing public highway for Change 2 below shows the additional area of existing public highway included in the revised Order limits.

Figure 2.2 Additional areas of existing public highway for Change 2



- 2.1.16 A plan showing the extent of the changes to the Order limits is included in Appendix C, where the new land is shown coloured orange.

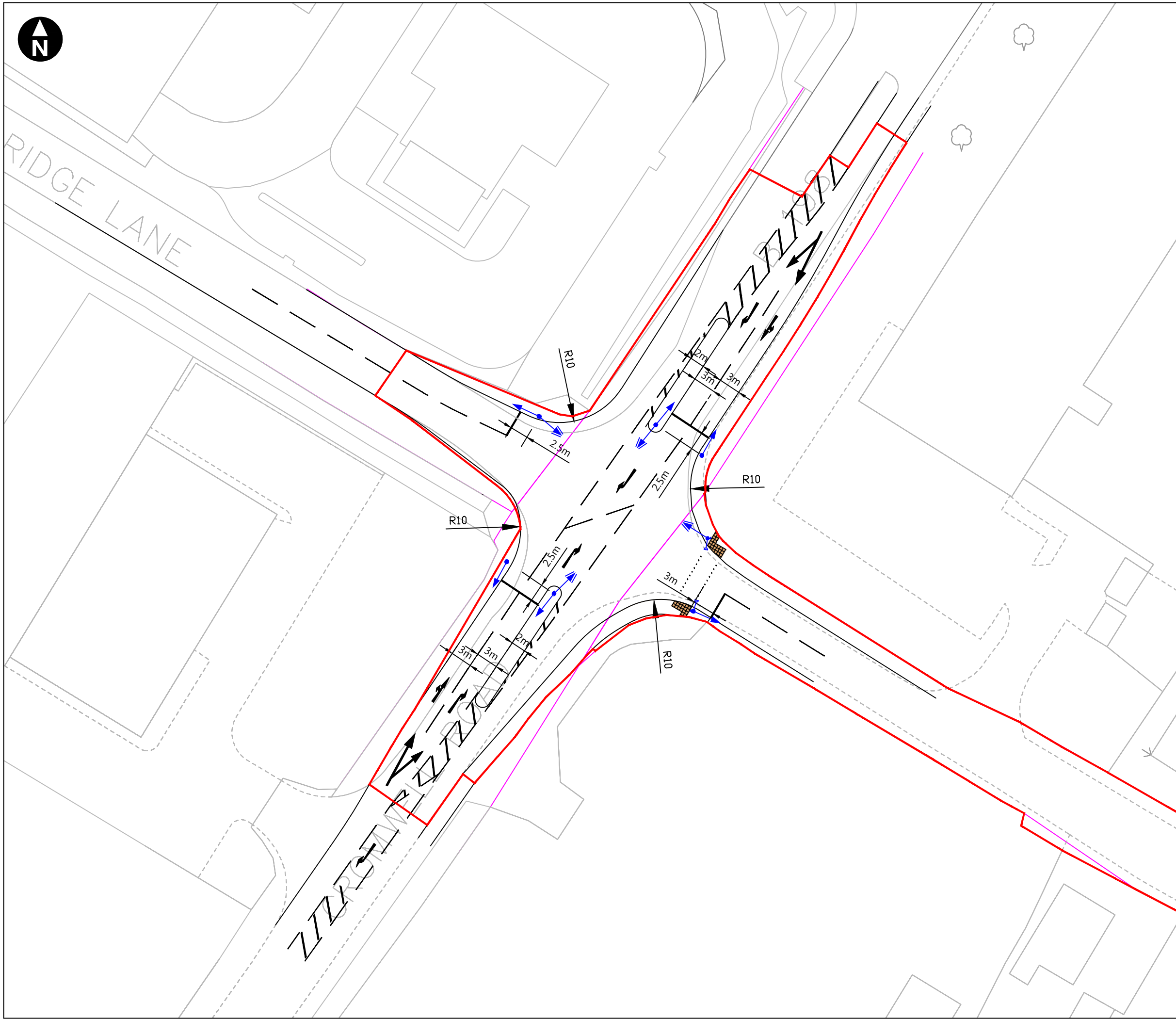
3. Environmental Appraisal and Other Consents and Licences

- 3.1.1 The Proposed Changes will not result in any differences to the conclusions of the Environmental Statement submitted with the DCO application. The Proposed Changes would not result in any materially new or materially different environmental effects, whether negative or positive. The Proposed Changes would lead to an improved position for traffic and transport due to the provision of a priority, signalised right-turn from Cromwell Road onto New Bridge Lane that will benefit all traffic accessing New Bridge Lane and roads accessed via New Bridge Lane, including HGVs accessing the operational EfW CHP Facility. The provision of the crossing at Salters Way would also improve the pedestrian environment with a corresponding socio-economic improvement.
- 3.1.2 The environmental appraisal for the Change Request is provided at Appendix D, and is included as Appendix A to the Change Report [\[AS-028\]](#).
- 3.1.3 The Applicant has also considered where the Proposed Changes would affect the other consents that the Applicant may be required to obtain outside of the DCO process. It is considered that the Proposed Changes would not constitute an impediment to the grant of any other consents and licences required outside of the DCO process, and no additional consents or licences would be required.

4. Non-Statutory Consultation

- 4.1.1 A non-statutory consultation on the Proposed Changes is open from **28 June 2023** until **23:59** on **14 July 2023**.
- 4.1.2 Any person may respond to the non-statutory consultation by submitting a representation to the Applicant on the Proposed Changes.
- 4.1.3 An online feedback form relating to the Proposed Changes will be made available from 28 June 2023 on the Applicant's project website: <https://www.mvv-medworthchp.co.uk/get-in-touch>
- 4.1.4 Alternatively, you can submit a representation on the Proposed Changes by email or post to:
- Email: medworth@mvvuk.co.uk
- Telephone: 01945 232 231
- Post: Freepost MVV (no stamp required)
- 4.1.5 If you would like a hard copy of the feedback form or this Statement, please contact the Applicant using the contact details above. The completed hard copy feedback form should be submitted to the Applicant using the address above.
- 4.1.6 Representations on the Proposed Changes must be received by the Applicant **no later than 23:59 on 14 July 2023**. Please note that all representations successfully submitted will be included in the Applicant's Consultation Report on the Proposed Changes, which will be submitted to the Planning Inspectorate as part of the Examination of the DCO application. A copy of the Applicant's privacy notice can be found at: <https://www.mvv-medworthchp.co.uk/privacy>.
- 4.1.7 If you require further information about the non-statutory consultation on the Proposed Changes you can use the contact details above.

Appendix A General Arrangement of revised signal scheme forming Change 1



Key

- Order limits
- Highways boundary
- Primary signal head
- Secondary signal head
- Pedestrian push button signal
- Indicative road marking scheme

Notes:

- Newbridge lane Topographical Survey undertaken by MFM Land Surveys and Engineering Services Ltd between 6-9 November 2019.
- Outside the extents of the topographical survey this scheme has been developed using OS basemapping.
- Road markings are based on guidance within chapters 5 and 6 of the Traffic Signs Manual, 2019.

0 m 30 m
Scale 1:500 @ A3

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Medworth CHP Limited
Medworth Energy from Waste Combined
Heat and Power Facility DCO

Change Addendum
Figure 3.19.iii Rev1A Cromwell Road/New
Bridge Lane Signal Scheme - General
Arrangement

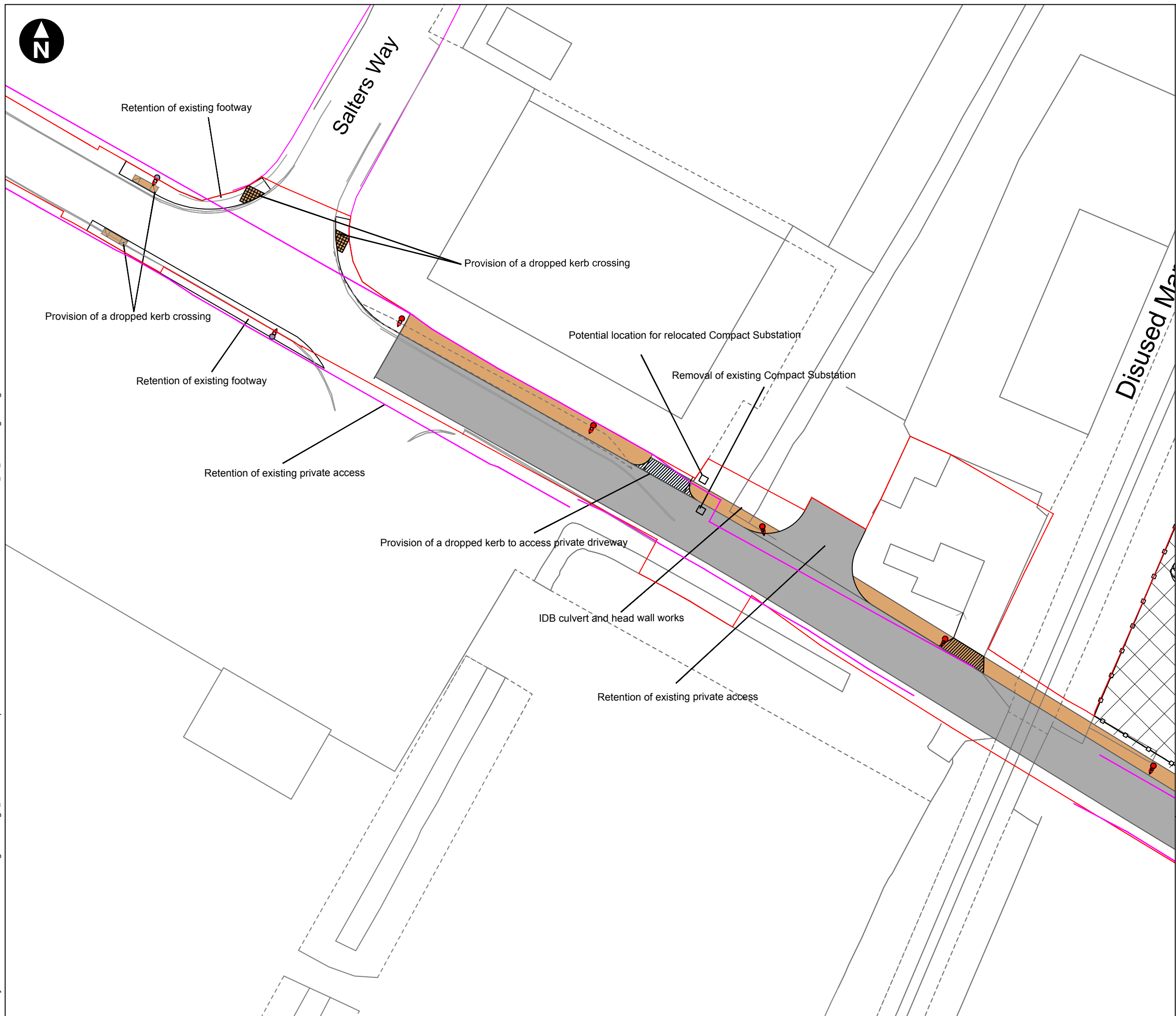
June 2023



wood.

Appendix B New Pavement Works Forming Change 2

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Key

- Order limits
- Proposed access scheme
- Highways boundary
- Indicative new street lighting
- Existing street lighting

Notes:

- New street lighting has been provided on an indicative basis (at 30m intervals and at conflict areas) and will require detailed design and assessment.
- Compact substation to be relocated within Order limits.
- Works to IDB drain either to a) replace culvert/headwall; or b) extend existing culvert and provide new headwall. See Figure 3.18 for general arrangements.

0 m 30 m


Scale 1:500 @ A3

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Medworth CHP Limited
Medworth Energy from Waste Combined Heat and Power Facility DCO
Environmental Statement
Chapter 3 - Description of the Proposed Development

**Change Addendum
Figure 3.19i Rev1A
New Bridge Lane access proposal**

June 2023



Appendix C New Land Within the Order Limits

H:\SAL-PS12\SHARED\Projects\41310\Wiseboth\Deliver Stage\ID Design_Technical\Data\Transport\Access schemes\Post submission\Cromwell Road NBL junction\41310.WOOD-XX-XX-DR-OT-0031_S0_P02.dwg Originator: ADAM.GUY



- Key
- Revised Order Limits
 - DCO application Order Limits
 - Highways boundary
 - Proposed scheme kerb line
 - Additional area required within highway boundary
 - Additional area for temporary possession

- Notes:
- Newbridge lane Topographical Survey undertaken by MFM Land Surveys and Engineering Services Ltd between 6-9 November 2019.
 - Outside the extents of the topographical survey this scheme has been developed using OS basemapping.

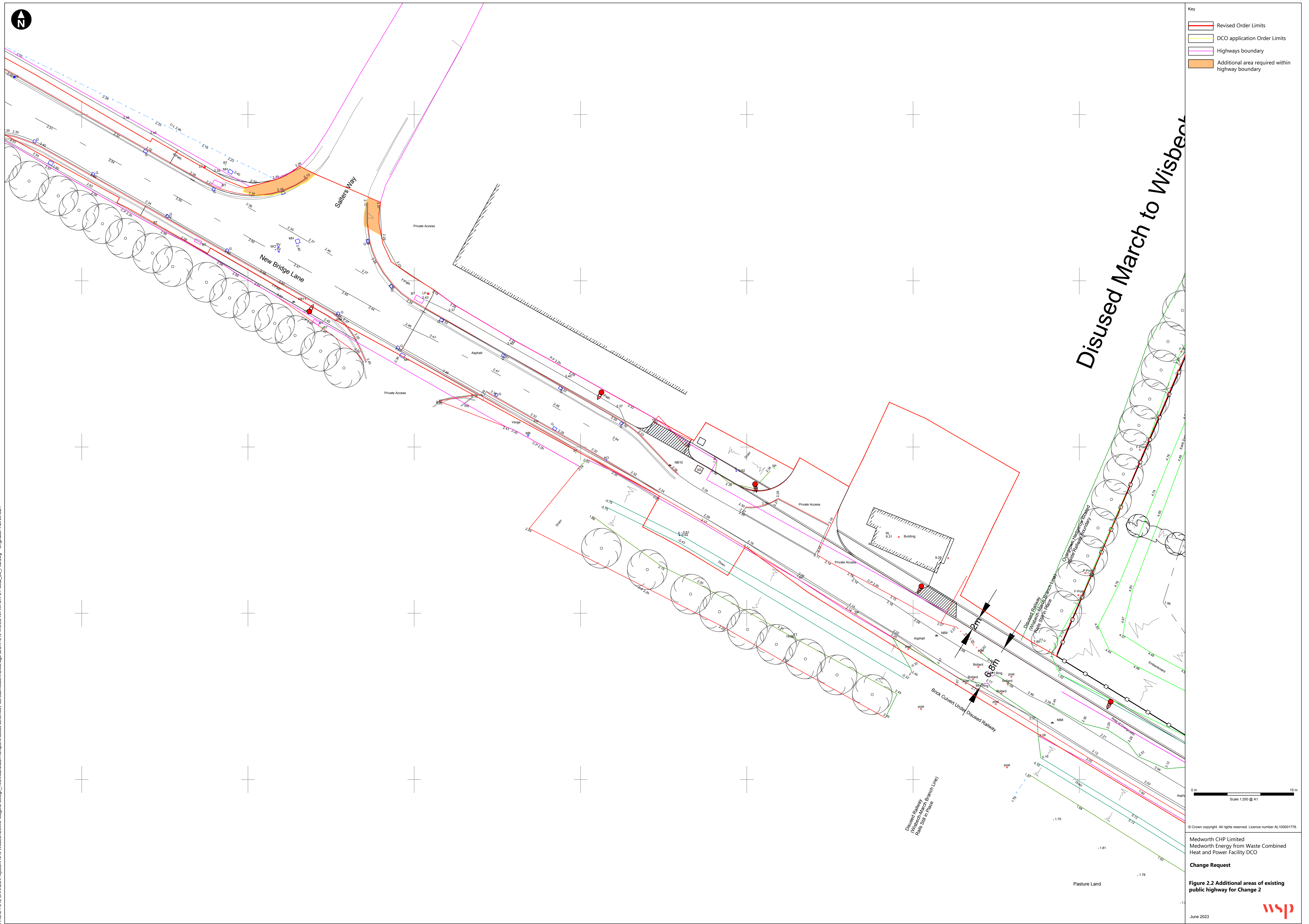
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Medworth CHP Limited
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Heat and Power Facility DCO

Change Request

Figure 2.1 Additional areas of existing and future public highway for Change 1



Appendix D Environmental Appraisal for the Change Application

1. Review of Environmental Information

1.1 Introduction

- 1.1.1 The Environmental Statement (ES) and other environmental information submitted with the DCO Application and subsequent deadlines has been reviewed to determine if the Proposed Changes would give rise to any materially new or materially different environmental impacts to those previously identified. This is to ensure that the environmental impacts of the Proposed Changes have been appropriately considered in order to satisfy the requirements of the Infrastructure Planning (Environmental Impact Assessment) Regulations 2017.

1.2 Assumptions and Limitations

- 1.2.1 The Proposed Changes have been subject to additional transport modelling to determine the effects of the junction signalisation on the surrounding road network. The results of this modelling are presented in **ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment Addendum (Volume 13.3)**. No other surveys or modelling has been deemed necessary to assess the Proposed Changes. The results of the additional transport modelling have been reviewed as part of confirming that materially new or materially different environmental impacts are not identified in related ES topics, including air quality and noise and vibration.
- 1.2.2 The baseline environment in the vicinity of the Cromwell Road / New Bridge Lane junction remains unchanged from that reported in the ES.
- 1.2.3 There are no legislative or policy updates that have arisen since the DCO Application was submitted that affect the assessment of the Proposed Changes.

1.3 Review of the Proposed Changes

- 1.3.1 The assessment and conclusions of the original ES (Volume 6.2) have been reviewed on a topic by topic basis to take account of the Proposed Changes described in **Section 2** of this Report. The outcomes of this review are presented in **Table A.1** below. This includes:
- A review of the Proposed Changes against each ES topic chapter;
 - Confirmation of whether the Proposed Changes would give rise to any materially new or materially different environmental impacts; and
 - Summary of any changes to the embedded environmental measures



Table A.1 Review of the Proposed Changes

ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
Chapter 6: Traffic and Transport	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u> The junction will continue to work within capacity as demonstrated by the modelling presented within ES Chapter 6 Traffic and Transport Appendix 6B Transport Assessment Addendum (Volume 6.4), and changes provide a phase within the signalisation for vehicles turning into and out of New Bridge Lane. The changes also provide the additional benefit of controlled crossing for pedestrians.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u> The change provides a relocated dropped kerb, tactile paved crossing for the benefit of pedestrians. As such it would improve the accessibility for pedestrian over the baseline situation. Effects for users of the footpath would be positive.</p>	<p>No.</p> <p>The works required to facilitate Changes 1 and 2 are minor in nature would not alter the conclusions reached in the original assessment set out in ES Chapter 6 Traffic and Transport (Volume 6.2) [APP-033].</p>	<p>Yes.</p> <p>The Outline CTMP Change Application REV4A (Volume 6.4) has been prepared to reflect the revised junction design drawings. The Outline CTMP is secured in Requirement 11 of the Draft DCO (Volume 13.9).</p>
Chapter 7: Noise and Vibration	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>There are no noise sensitive Receptors in the vicinity of the Cromwell Road / New Bridge Lane junction likely to be affected by the proposed signalisation works. The nearest residential receptors are 2 New Bridge Lane (R1) approximately 65m from the junction, and 93 South Brink (R9) approximately 150m from the junction (Figure 7.1 ES Chapter 7 Noise and Vibration Figures (Volume 6.3) [APP-051]). The baseline road noise environment in this</p>	<p>No.</p> <p>The works required to facilitate Changes 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>location is dominated by traffic utilising the existing commercial uses on Cromwell Road.</p> <p>The traffic numbers using the Cromwell Road / New Bridge Lane during construction and operation, and the proposed traffic routing would be unchanged as a result of Change 1 and therefore there would be no change to potential road traffic noise likely to affect the assessment during construction and operation set out in ES Chapter 7 Noise and Vibration (Volume 6.2) [APP-034].</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>There are no noise sensitive Receptors in the vicinity of the Salters Way / New Bridge Lane junction likely to be affected by the works to install a dropped kerb. The minor nature of the works is unlikely to result in any noise and vibration effects during construction or operation.</p>		
Chapter 8: Air Quality	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The traffic numbers using the Cromwell Road / New Bridge Lane during construction and operation, and the proposed traffic routing would be unchanged as a result of Change 1. Traffic modelling indicates that queuing with Change 1 in operation will be minimal (under 10 cars in peak hours and lower at other times of the day).</p> <p>Furthermore, there are no sensitive Receptors in the vicinity of the Cromwell Road / New Bridge Lane junction likely to be affected by the proposed signalisation works. The nearest residential receptors</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 8 Air Quality (Volume 6.2) [APP-035].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>are 2 New Bridge Lane approximately 65m from the junction, and 93 South Brink approximately 150m from the junction.</p> <p>Any changes to traffic emissions at the Junction as a result of Change 1 will be minimal and will not affect air quality at receptors these distances from the Junction. Change 1 is therefore not considered to affect the assessment of road traffic emissions during construction and operation set out in ES Chapter 8 Air Quality (Volume 6.2) [APP-035].</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>There are no air quality Receptors in the vicinity of the Salters Way / New Bridge Lane junction likely to be affected by the works to install a dropped kerb. The minor nature of the works is unlikely to result in any air quality effects during construction or operation.</p>		
Chapter 9: Landscape and Visual	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 at the Cromwell Road / New Bridge Lane junction to introduce a signalised junction would only extend the Order limits within the existing and future public highways boundary. No additional land beyond the existing public highway boundary would be required, except for a small area of land 65m² which is currently a street that will be dedicated as public highway.</p> <p>Change 1 would not require any additional loss of landscape features, and there would be no changes</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 9 Landscape and Visual (Volume 6.2) [APP-036].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>to the Outline Landscape and Ecology Mitigation Strategy (Volume 6.3) [REP2-026].</p> <p>The construction phase of the signalisation works would be limited a maximum of 1 month, which would not result in any significant visual effects during construction.</p> <p>The introduction of signals (traffic lights) would not result in any material changes to the assessment of visual impacts taking account of the limited amount of road infrastructure introduced, the low height of the traffic lights and the introduction of the works into an existing road setting.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 would occur within the existing public highways boundary and the minor nature of the works is unlikely to result in any landscape and visual effects during construction or operation.</p>		
Chapter 10: Historic Environment	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>There are no designated or non-designated heritage assets in proximity to the Cromwell Road / New Bridge Lane junction and therefore the setting of any heritage assets would not be affected by Change 1. The works is located within the existing and future public highways boundary and would not result in any archaeological disturbance.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 10 Historic Environment (Volume 6.2) [APP-037].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	Change 2 is located within the existing public highways boundary and the minor nature of the works is unlikely to result in any historic environment effects during construction or operation.		
Chapter 11: Biodiversity	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The widening of the Order limits at Cromwell Road / New Bridge Lane within the existing and future public highways boundary is within the biodiversity study area and has been considered in the original assessment (see ES Chapter 11 Biodiversity (Volume 6.2) [APP-038]).</p> <p>Change 1 is wholly within the existing and future public highways boundary and would not encroach on any additional biodiversity habitats or species not previously considered in the original ES.</p> <p>No additional disturbance would result from the works to construct the signalised junction which would occur in an existing road environment.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any biodiversity effects during construction or operation.</p>	No.	No.
Chapter 12: Hydrology	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 is wholly within the existing and future public highways boundary and no additional</p>	No.	No.
	Change 1 is wholly within the existing and future public highways boundary and no additional	The works required to facilitate Change 1 and 2 are minor in	There would be no change to the Outline Drainage Strategy (Volume



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>hardstanding would be required to facilitate the signalisation of the junction. The highways drainage arrangements would not be altered by Change 1, and there would be no increased risk of flooding.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and utilise the existing highways drainage regime. The minor nature of the works will not result in any hydrology effects during construction or operation.</p>	<p>nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 12 Hydrology (Volume 6.2) [APP-039] or the Flood Risk Assessment (ES Chapter 12 Hydrology Appendix 12A (Volume 6.4) [APP-084]).</p>	<p>6.4) [REP1-017] as a result of Change 1 and Change 2</p>
Chapter 13: Geology, Hydrogeology and Contaminated Land	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 is wholly within the existing and future public highways boundary and would not affect any geology, hydrogeology and contaminated land Receptors.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works is will not result in any geology, hydrogeology and contaminated land effects during construction or operation.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 13 Geology, Hydrogeology and Contaminated Land (Volume 6.2) [APP-040].</p>	<p>No.</p>
Chapter 14: Climate	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The traffic numbers using the Cromwell Road / New Bridge Lane during construction and operation, and the proposed traffic routing would be unchanged as a result of Change 1 and therefore there would be no</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>change in traffic emissions likely to affect the assessment of greenhouse gas emissions presented in ES Chapter 14 Climate (Volume 6.2) [APP-041].</p> <p>Change 1 is wholly within the existing and future public highways boundary and no additional hardstanding would be created. There would be no impacts on the climate change resilience assessment presented in ES Chapter 14 Climate (Volume 6.2) [APP-041].</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any climate effects during construction or operation.</p>	original assessment set out in ES Chapter 14 Climate (Volume 6.2) [APP-041] .	
Chapter 15: Socio-economics	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 is located wholly within the existing and future public highways boundary and would not encroach on any socio-economic Receptors, including those on Cromwell Road.</p> <p>Change 1 would not restrict access to businesses or increase congestion at the Cromwell Road / New Bridge Lane and therefore there would be no impacts on driver delay, pedestrian amenity, accidents and severance.</p> <p>The provision of the pedestrian crossing with tactile paving at the junction of New Bridge Lane and Cromwell Road which is set out in the Outline CTMP Change Application REV4A (Volume 6.4) and</p>	<p>No.</p> <p>The works required to facilitate Changes 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 15 Socio-economics (Volume 6.2) [APP-042].</p>	<p>The Outline CTMP Change Application REV4A (Volume 6.4) has been prepared to reflect the revised design of the Cromwell Road / New Bridge Lane junction.</p> <p>There would be no change to the Outline Operational Travel Plan (Volume 6.4) [APP-074] as a result of the Proposed Changes.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>secured in Requirement 11 of the Draft DCO (Volume 3.1) [REP3-007] will be maintained.</p> <p>The Outline Operational Travel Plan (Volume 6.4) [APP-074] and secured in Draft DCO Requirement 15 (Volume 3.1) [REP3-007] includes measures to manage traffic and transport effects on local businesses, and would be unchanged as a result of the Change 1.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 1 is located within the existing public highways boundary and the minor nature of the works will not result in any socio-economic effects during construction or operation. The provision of dropped kerbs at the Salters Way / New Bridge Lane junction would provide a benefit to users of this public right of way.</p>		
Chapter 16: Health	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>The assessment of Health (ES Chapter 16 Health Volume 6.2) [APP-043] considered the effect of severance on users of the local highway network and identified no significant effects taking account of the provision of pedestrian crossing with tactile paving at the junction of New Bridge Lane and Cromwell Road which is set out in the Outline CTMP Change Application REV4A (Volume 6.4) and secured in Requirement 11 of the Draft DCO (Volume 3.1) [REP3-007]. The provision of the pedestrian crossing remains as part of Change 1, and the design amended to take account of the signalisation design.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 16 Health (Volume 6.2) [APP-043].</p>	<p>Yes.</p> <p>The Outline CTMP Change Application REV4A (Volume 6.4) has been prepared to reflect the revised design of the Cromwell Road / New Bridge Lane junction.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any health effects during construction or operation. The provision of dropped kerbs at the Salters Way / New Bridge Lane junction would provide a benefit to users of this public right of way.</p>		
Chapter 17: Major Accidents and Disasters	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 has been introduced at the recommendation of CCC to further improve traffic safety at the Cromwell Road / New Bridge Lane junction. No additional major accidents and disasters have been identified as a result of Change 1.</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 is located within the existing public highways boundary and the minor nature of the works will not result in any additional major accidents and disasters during construction or operation.</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 17 Major Accidents and Disasters (Volume 6.2) [APP-044].</p>	<p>No.</p>
Chapter 18: Cumulative Effects	<p><u>Change 1: Cromwell Road Junction Signal Scheme</u></p> <p>Change 1 does not introduce materially new or materially different impacts which may combine to result in inter-project effects. The plans / projects scoped into the cumulative assessment (see ES Chapter 18 Cumulative Effects (Volume 6.2) [APP-045]) would remain unchanged as a result of Change 1 as the extension to the Order limits is minor and limited to the existing and future public highways</p>	<p>No.</p> <p>The works required to facilitate Change 1 and 2 are minor in nature and would not alter the conclusions reached in the original assessment set out in ES Chapter 18 Cumulative (Volume 6.2) [APP-045].</p>	<p>No.</p>



ES Chapter / Topic	Review of the Proposed Changes	Material change to the original ES conclusion	Change to embedded environmental measures
	<p>boundary. The traffic modelling undertaken for the change application accounts for the proposed redevelopment of the former Parkside Nurseries, Cromwell Road (F/YR23/0044/F).</p> <p><u>Change 2: Salters Way Junction Pavement Works</u></p> <p>Change 2 would occur within the existing public highways boundary and the minor nature of the works will not result in any cumulative effects during construction or operation.</p>		

1.4 Habitat Regulations Assessment

- 1.4.1 The extension to the Order limits to facilitate the Proposed Changes are minor and limited to the existing public highways boundary. The Proposed Changes would not introduce new impact pathways to European Sites, or affect the conclusions reached in the **Habitat Regulations Assessment No Significant Effects Report (Rev 2) (Volume 5.3) [AS-007]**.

1.5 Summary

- 1.5.1 The review of the **Environmental Statement (Volume 6.2)** and the **Habitat Regulations Assessment No Significant Effects Report (Rev 2) (Volume 5.3) [AS-007]** has concluded that there would be no new or materially different significant effects when treated alone, when considered as part of the Proposed Development, or cumulatively with other plans and projects as a result of the amendment to Work No. 4A during construction, operation or decommissioning.

